



# SAN FRANCISCO PLANNING DEPARTMENT

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## Preliminary Mitigated Negative Declaration

*Date:* December 27, 2017  
*Case No.:* **2015-012994ENV**  
*Project Title:* **200-214 Van Ness Avenue (San Francisco Conservatory of Music Mixed-Use Project)**  
*Zoning:* C-3-G (Downtown-General Commercial)  
96-X Height and Bulk District  
*Block/Lot:* 0811/011 and 012  
*Lot Size:* 13,077 square feet  
*Project Sponsor:* San Francisco Conservatory of Music  
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*Lead Agency:* San Francisco Planning Department  
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### PROJECT DESCRIPTION:

The project site is located on Van Ness Avenue, extending from Hayes Street to Dr. Tom Waddell Place (a mid-block alley), in the Civic Center neighborhood of San Francisco. The project block is bounded by Van Ness Avenue to the west, Grove Street to the north, Polk Street to the east, and Hayes Street to the south. The site currently contains two buildings: 200 Van Ness Avenue, which is three stories in height and contains 27 dwelling units, and 214 Van Ness Avenue, which is two stories in height and contains approximately 12,360 gross square feet (gsf) of presently vacant office space previously occupied by the Lighthouse for the Blind.

The proposed project would demolish these two existing buildings, merge the two parcels into one, and construct a 12-story mixed-use building to provide housing and other facilities for the San Francisco Conservatory of Music. The proposed building would provide a total of approximately 168,200 gsf of development space, including approximately 86,600 gsf of student housing (in a total of 113 units accommodating 420 beds), three faculty housing units, 27 housing units to replace the 27 existing units at 200 Van Ness Avenue, approximately 49,600 gsf of institutional uses, including educational, classroom, and rehearsal space, faculty offices, and two performance venues), approximately 4,320 gsf of broadcasting studio space, and 5,000 gsf of restaurant space. The new building would extend 120 feet in height, with an additional 12 feet to the top of rooftop architectural features ("upper roof") and another 2 feet 6 inches to the top of roof-top mechanical equipment, for a total height of 134 feet 6 inches. Two underground levels would house stacked bicycle storage, some of the institutional, recording and practice spaces, and mechanical equipment for building operations. A rooftop terrace would provide open space for student residents, and a second-floor courtyard would provide open space for other residents. The project site is presently zoned 96-X for height and would require a zoning amendment for

the proposed 120-foot building height. No vehicle parking would be provided. The project would be supported on a mat foundation.

**FINDING:**

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See section F of this Mitigated Negative Declaration, pages 151-159.

cc: Lawrence Badiner, Project Sponsor's Representative  
Suzanne Brown, Project Sponsor

Distribution List  
Virna Byrd, M.D.F.

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**Initial Study**  
**200-214 Van Ness Avenue**  
**(SF Conservatory of Music Mixed-Use Project)**  
**Planning Department Case No. 2015-012994ENV**

**A. PROJECT DESCRIPTION**

*Project Location*

The project site consists of two rectangular parcels (Assessor's Block 0811, Lot 010 and 012) on the east side of Van Ness Avenue, between Hayes Street and Dr. Tom Waddell Place (a mid-block alley), two blocks north of Market Street in the Civic Center neighborhood of San Francisco (see Figure 1 on page 3). The project parcels, with a combined area of approximately 13,000 square feet, have frontages on Van Ness Avenue, Hayes Street and Dr. Tom Waddell Place. The project block is bounded by Van Ness Avenue to the west, Grove Street to the north, Polk Street to the east, and Hayes Street to the south. The site currently contains two buildings – 200 Van Ness Avenue, which is three stories in height and contains 27 dwelling units in 17,640 gross square feet (gsf), and 214 Van Ness Avenue, which is two stories in height and contains approximately 12,360 gsf of vacant office space previously occupied by the Lighthouse for the Blind offices. The existing buildings on the project site do not provide any on-site parking, and no curb cuts exist on the site. Neither building has a basement. The project site is relatively flat.

*Project Characteristics*

The San Francisco Conservatory of Music ("Conservatory" or "project sponsor"), a non-profit post-secondary music education institution, proposes to provide student housing facilities to accommodate its existing student population and supplement its existing 50 Oak Street campus with the addition of education and performance space at the project site. The existing Conservatory campus at 50 Oak Street is about two blocks south of the proposed project site. The Conservatory currently leases residential units to house about 300 Conservatory students at the Panoramic, a "micro-unit" mixed-used facility located at 1321 Market Street, at Ninth Street, about 1,500 feet south of the proposed project site. The proposed student housing on the project site would provide closer and integrated educational facilities for students and would replace the need for the conservatory to lease residential units at the Panoramic.

The new mixed-use building would be 12 stories tall and would provide a total of approximately 168,200 gross square feet (gsf) of development space (see Figures 2 through 14, on pages 4 through 16, for project floor plans and elevations). It would extend 120 feet in height, with an additional 12 feet to the top of rooftop architectural features ("upper roof") and another 2 feet 6 inches to the top of roof-top mechanical equipment (for a total height of 134 feet 6 inches). In order to construct the new building, the two existing structures on the project site would be demolished. The two existing lots would be merged into a single lot to be occupied by the proposed new building.

The proposed mixed-use project would include the following uses:

- **Student Housing.** Student housing would include approximately 420 student beds in 113 separate units in a mix of single- and double-occupancy rooms in two- and three-bedroom housing units.
- **Faculty Housing.** The facility would include three faculty housing units (two studio/one-bedroom units and one two-bedroom unit).
- **Replacement Residential Units.** The proposed project would include one-for-one replacement of the 27 existing residential units on the project site. A total of six studio apartments and 21 one-bedroom units would be provided. The replacement units would be located on the third and fourth floors of the proposed building. A private elevator would provide secure access to the residential floors (it would be separate from the elevators that would access student housing units). Existing tenants at 200 Van Ness Avenue would be temporarily relocated during construction.
- **Institutional Uses.** The proposed facility would provide a total of approximately 49,600 gsf of institutional uses, including approximately 38,000 gsf of educational space and 7,200 gsf of performance space. The educational uses would include classrooms and small rooms for music lessons, practice and rehearsal rooms, a recording control room, and recital space. The performance space would include an approximately 2,200-gsf recital hall on the ground floor with a maximum occupancy of 108 persons, and an approximately 5,000-gsf performance hall on the 11th floor with a maximum occupancy of 265 persons. Combined, there would be about 8 to 12 performances per week during the academic year, with potentially heavier use of the space during the months of December, April and May (with about 13 to 20 performances per week). Performances on Mondays through Fridays would typically start at 5 PM, 7:30 PM, or 8 PM, while performances on Saturdays and Sundays would typically start at 2 PM or between 7 and 8 PM. Similar to performances at the Conservatory's 50 Oak Street building, attendees are anticipated to include students, friends, family, faculty and the general public. Institutional space also would include a student café and lounge, and up to 4,320 gsf of space for third party broadcasting studios supporting the mission of the Conservatory.
- **Restaurant.** The new building would include a 5,000-sf restaurant that would be open to the general public. This would include restaurant and kitchen space on the ground floor and preparation and storage space on the first below-grade floor.
- **Open Space.** A rooftop terrace on the northeast quadrant of the roof would provide approximately 2,000 gsf of open space for the students. A 700-gsf courtyard on the east side of the third floor would provide open space for other residents.

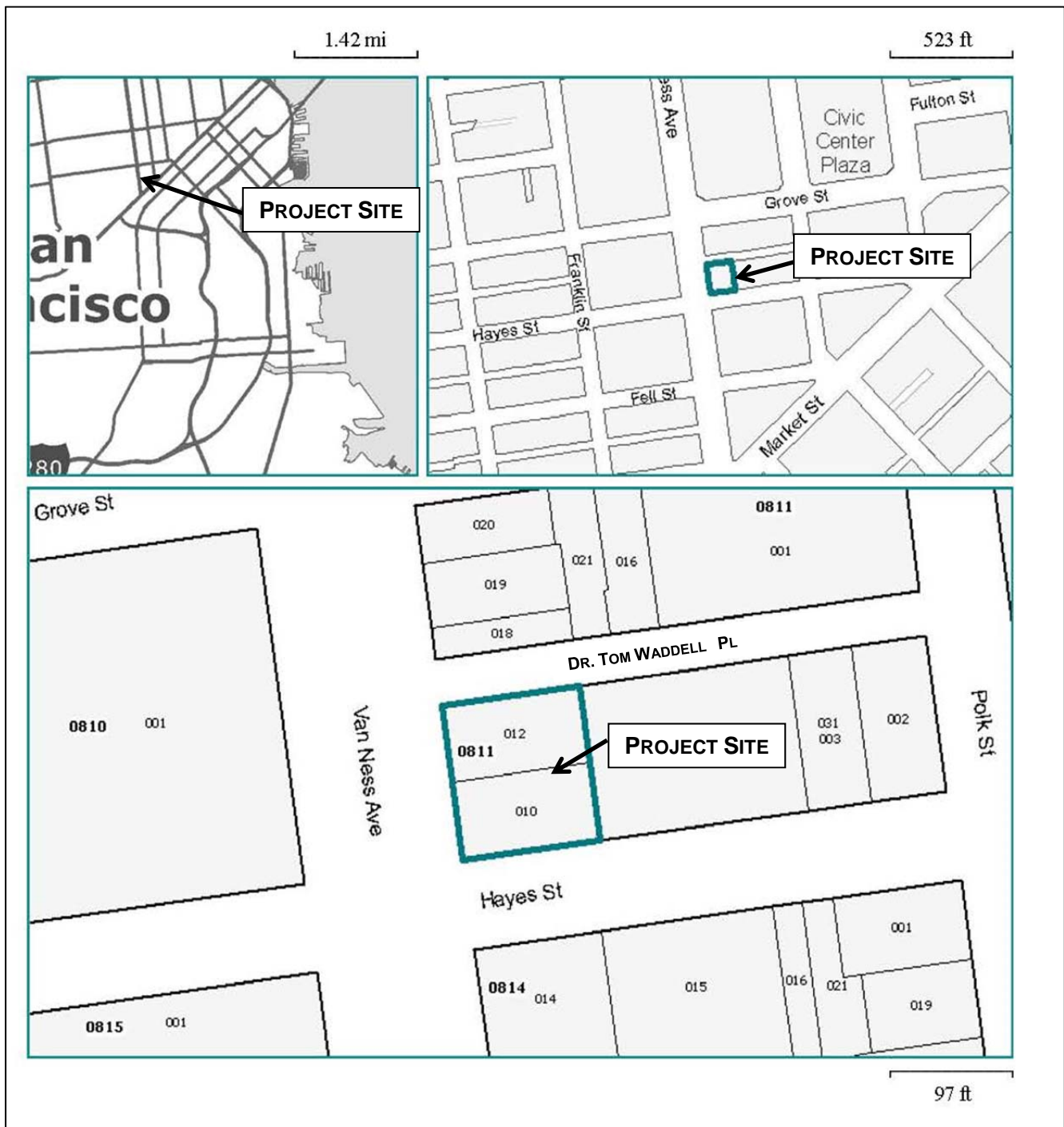


FIGURE 1: PROJECT SITE LOCATION





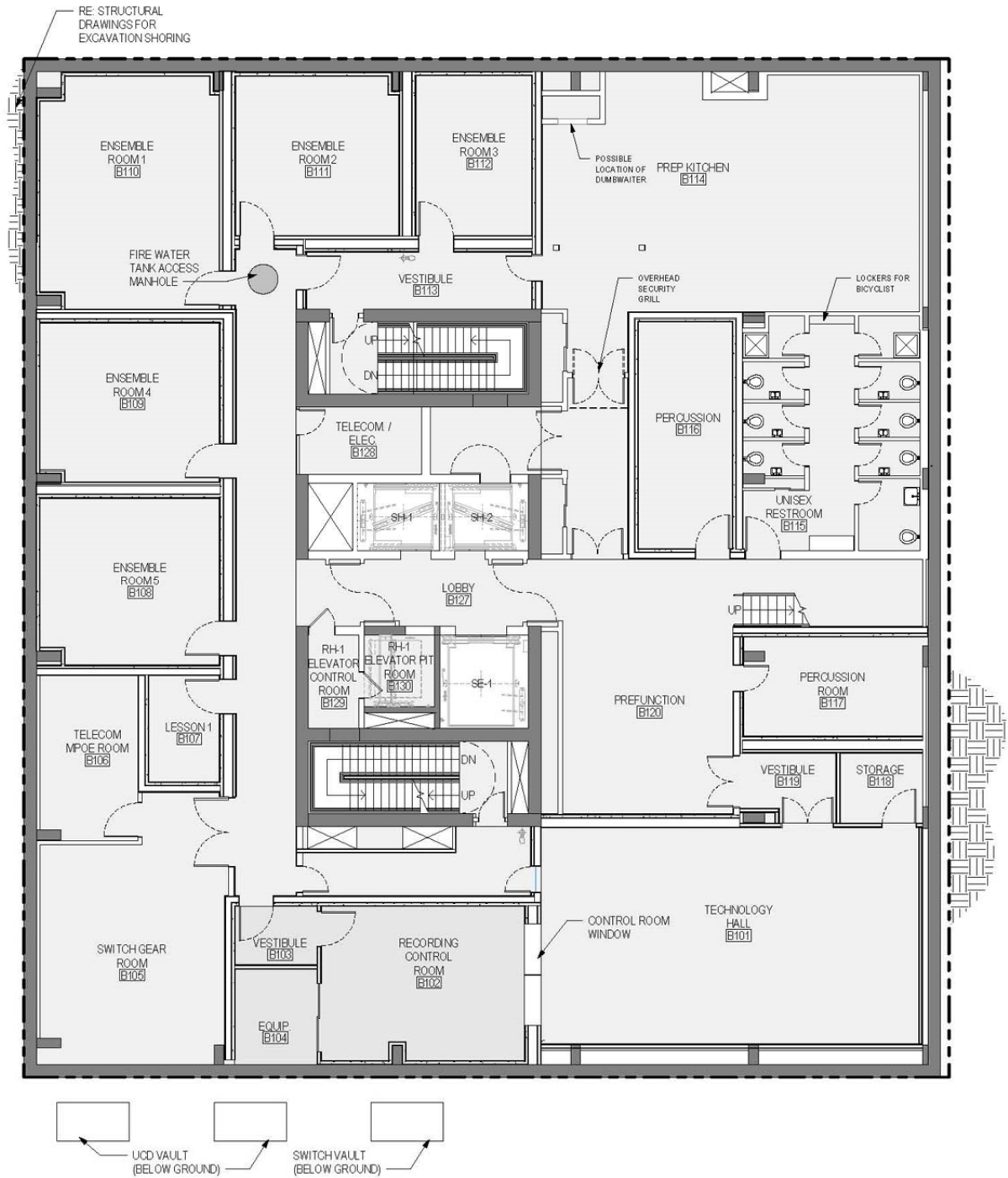


FIGURE 3: PROPOSED UPPER BASEMENT LEVEL

Source: Mark Cavagnero Associates Architects  
September 8, 2017

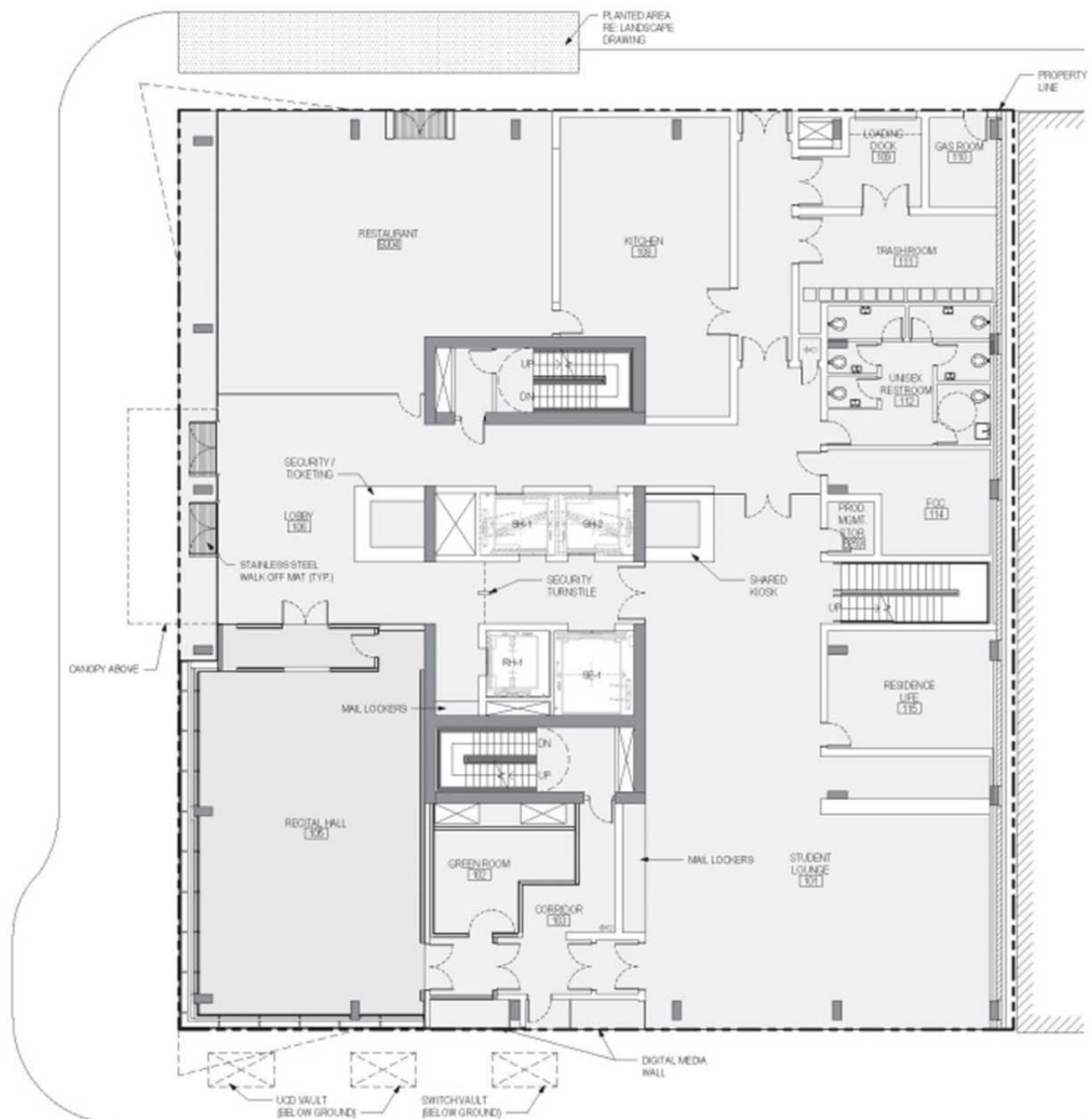


FIGURE 4: PROPOSED LEVEL 1 PLAN  
(GROUND LEVEL)

Source: Mark Cavagnero Associates Architects  
September 8, 2017

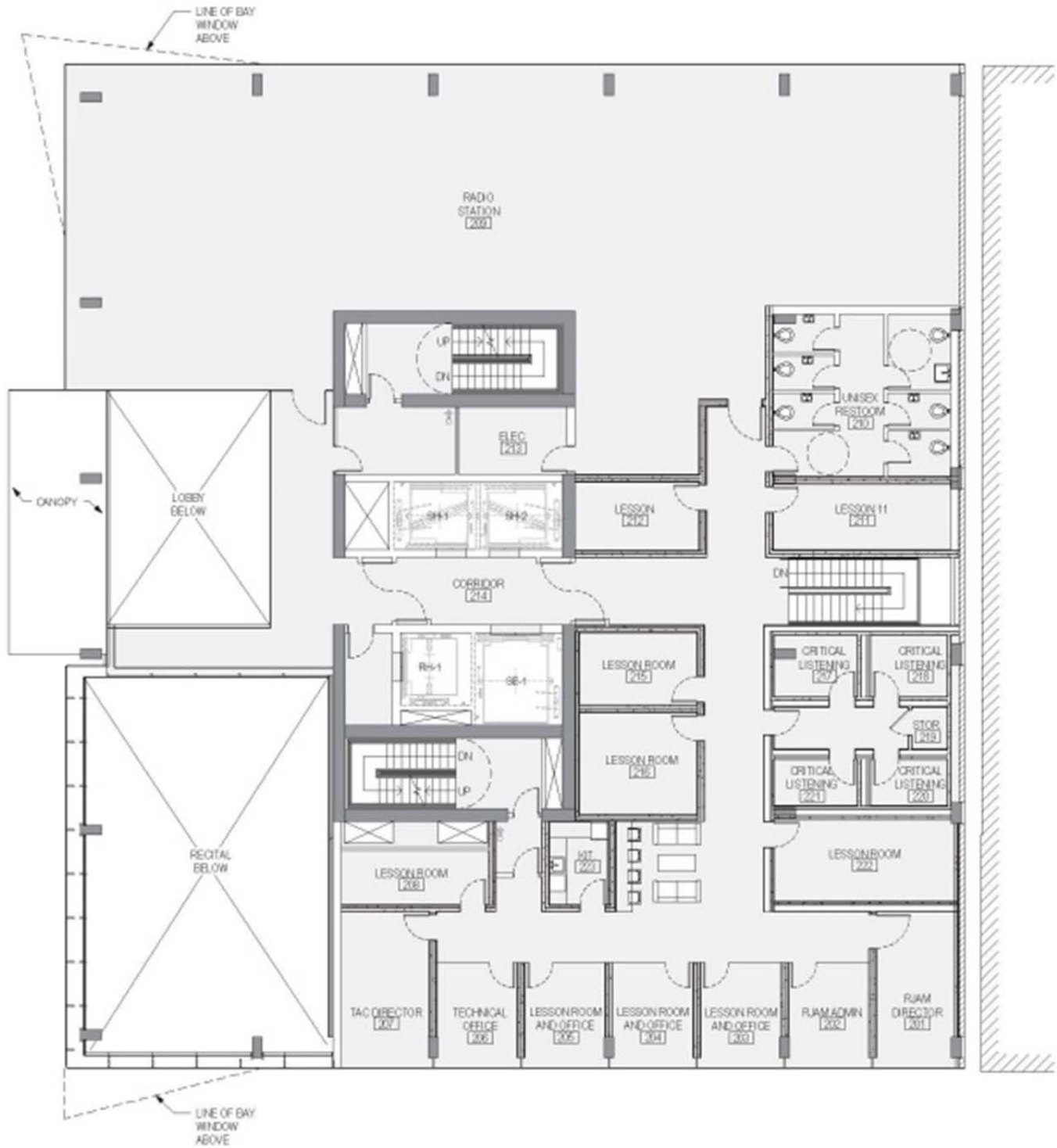


FIGURE 5: PROPOSED LEVEL 2 PLAN

Source: Mark Cavagnero Associates Architects  
September 8, 2017

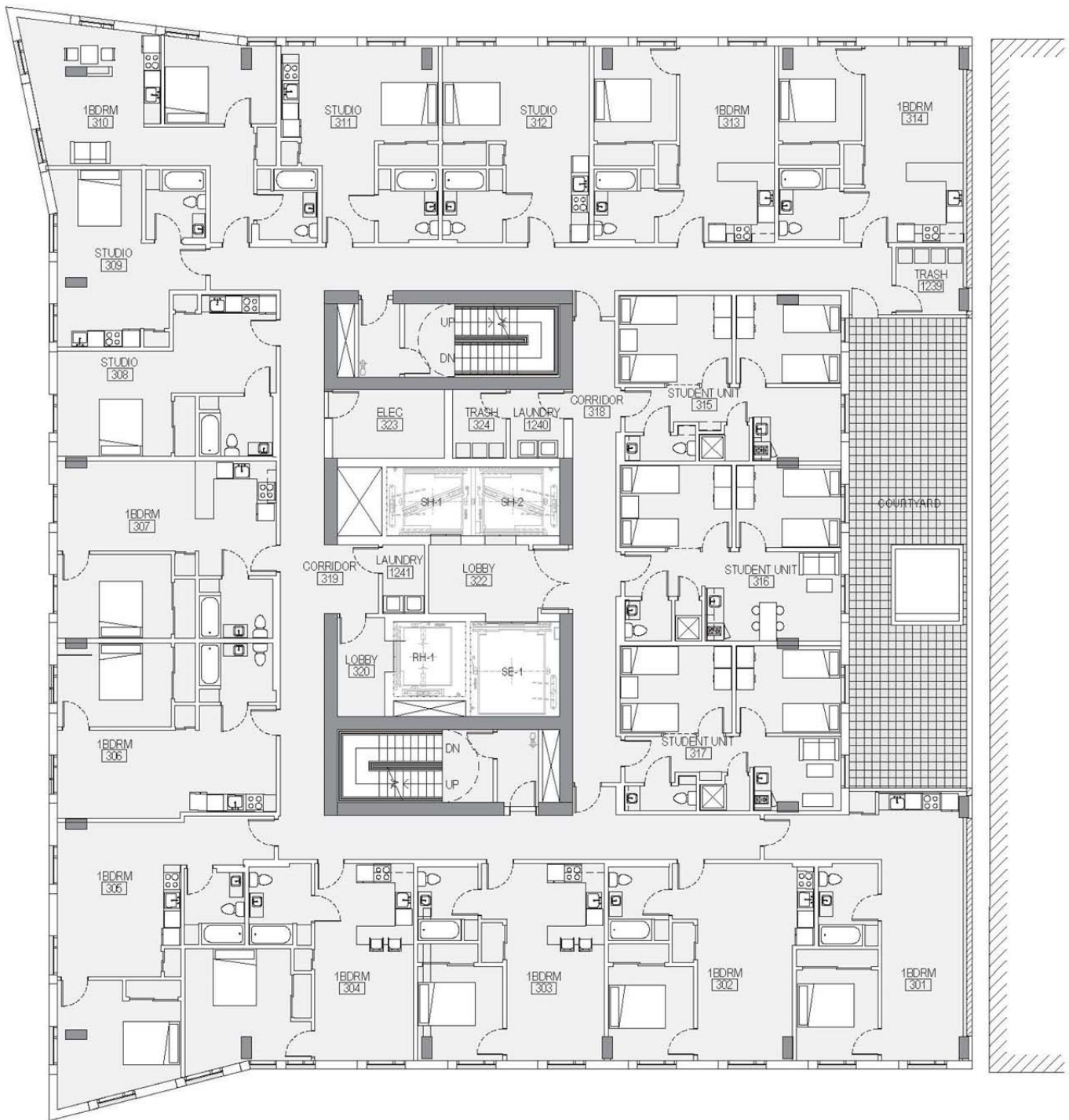
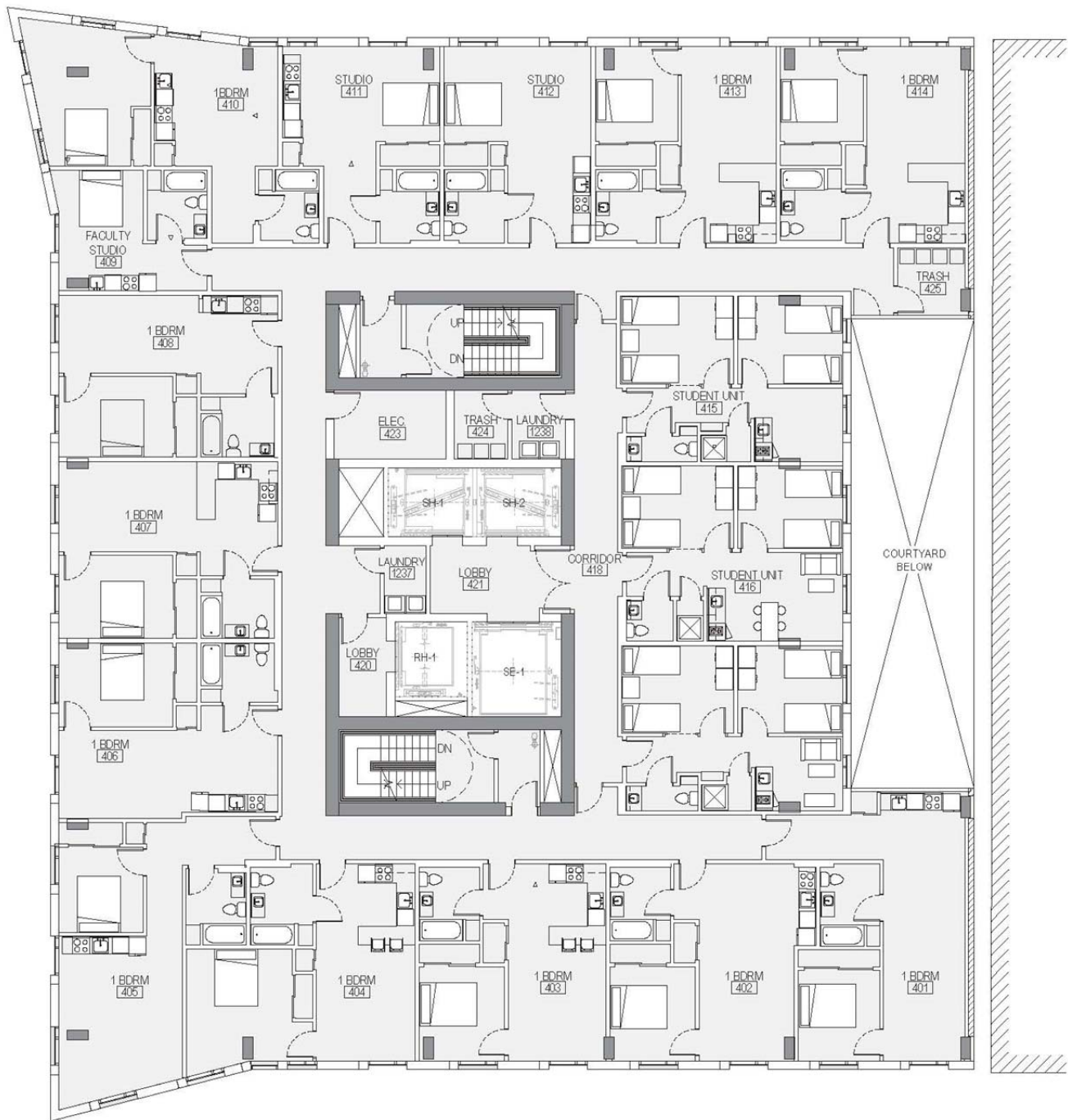


FIGURE 6: PROPOSED LEVEL 3 PLAN  
(REPLACEMENT HOUSING)

Source: Mark Cavagnero Associates Architects  
September 8, 2017



**FIGURE 7: PROPOSED LEVEL 4 PLAN  
(REPLACEMENT HOUSING)**

Source: Mark Cavagnero Associates Architects  
September 8, 2017



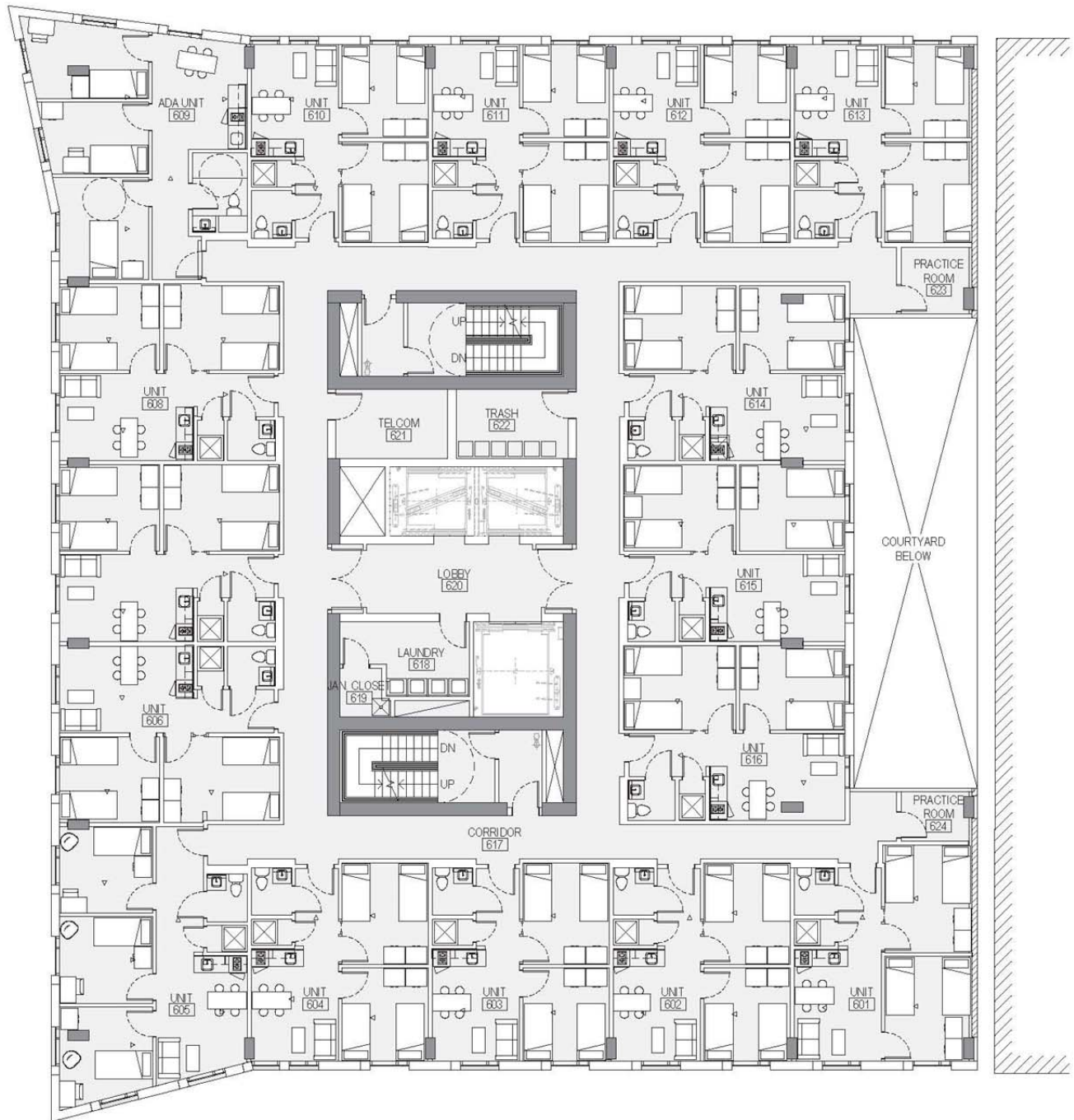


FIGURE 8: PROPOSED LEVELS 5 - 10 PLAN  
(STUDENT HOUSING)

Source: Mark Cavagnero Associates Architects  
September 8, 2017

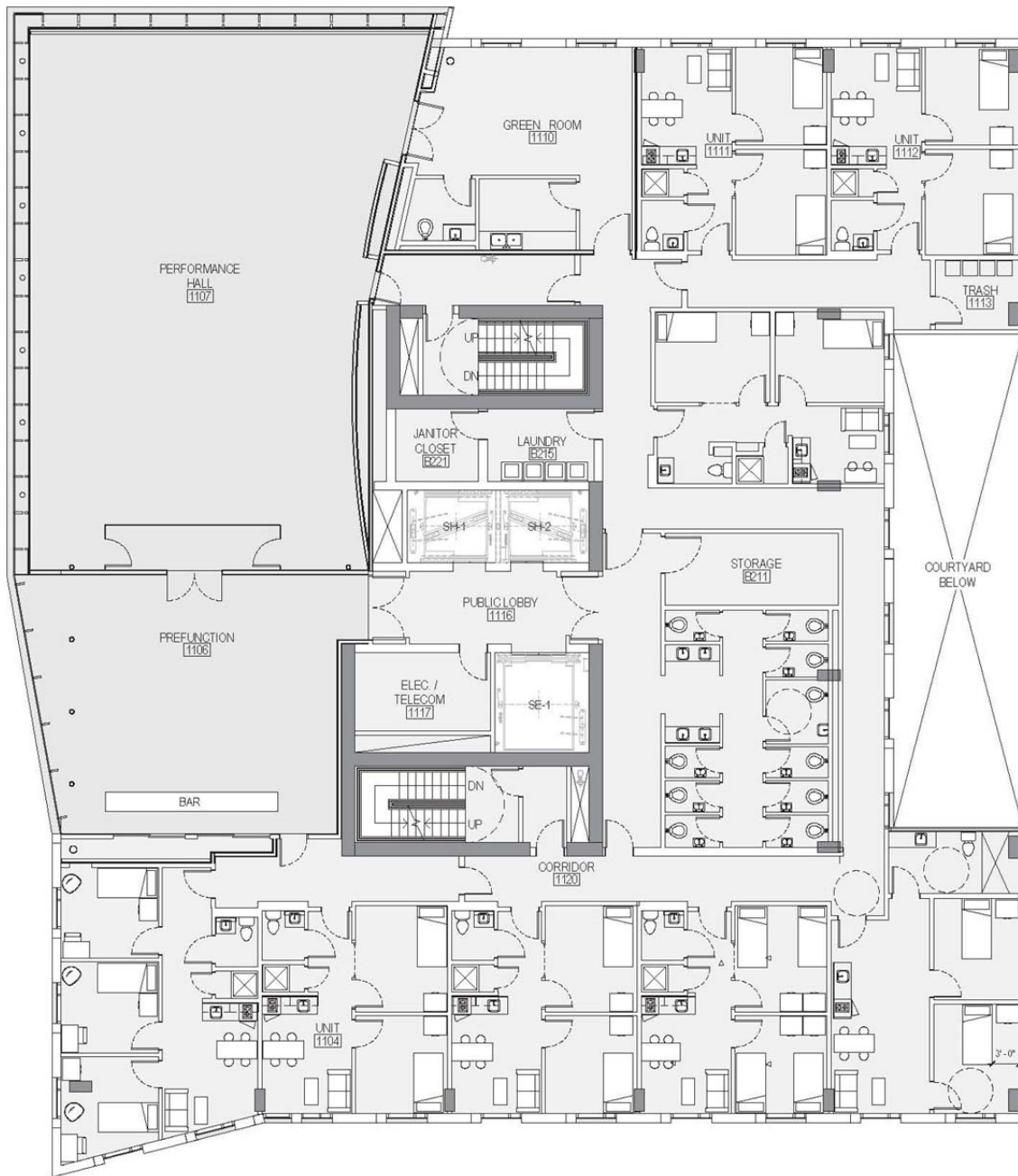


FIGURE 9: PROPOSED LEVEL 11 PLAN  
(PERFORMANCE SPACE)

Source: Mark Cavagnero Associates Architects  
September 8, 2017

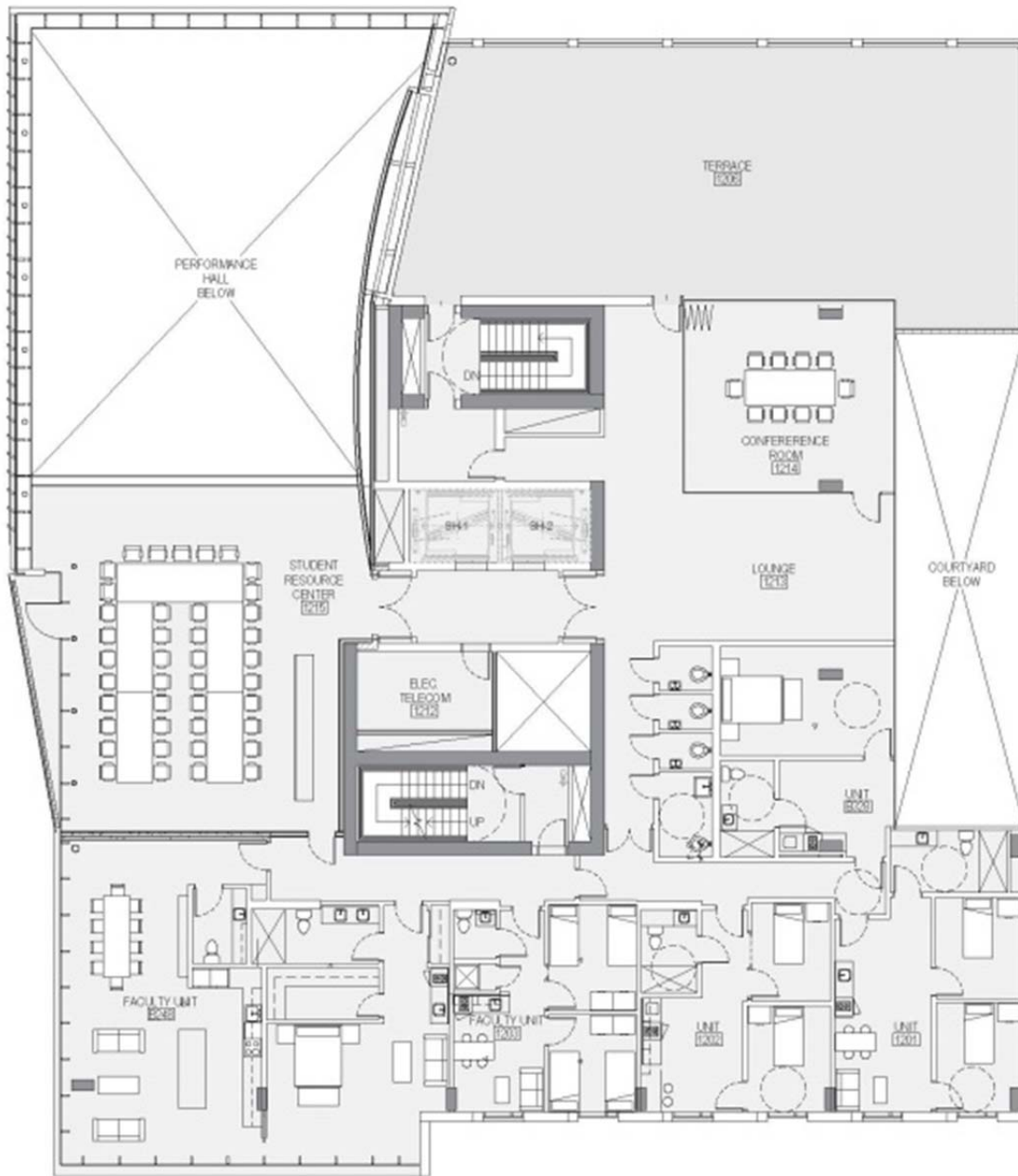


FIGURE 10: PROPOSED LEVEL 12 PLAN

Source: Mark Cavagnero Associates Architects  
September 8, 2017



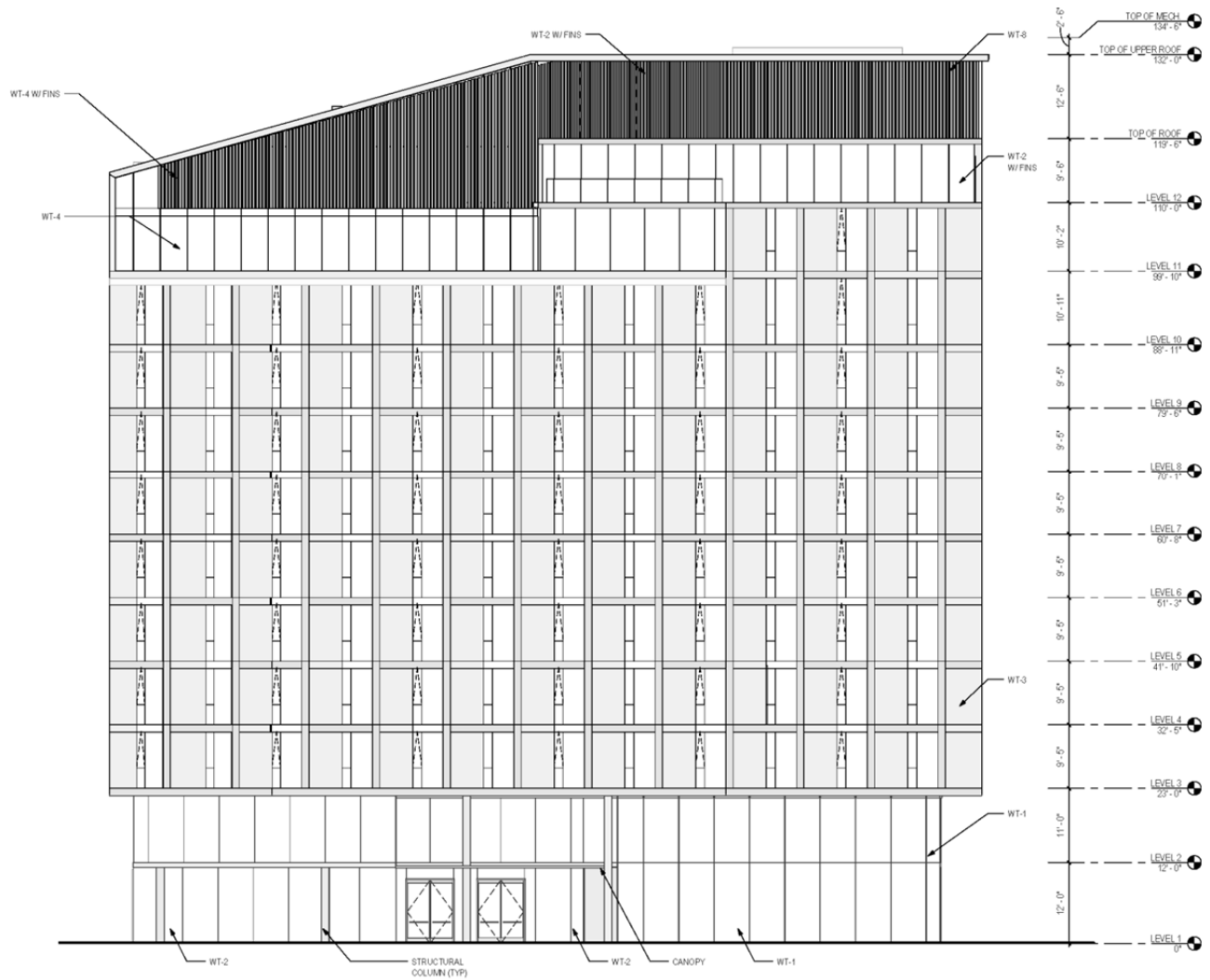


FIGURE 11: PROPOSED WEST ELEVATION

Source: Mark Cavagnero Associates Architects  
September 8, 2017

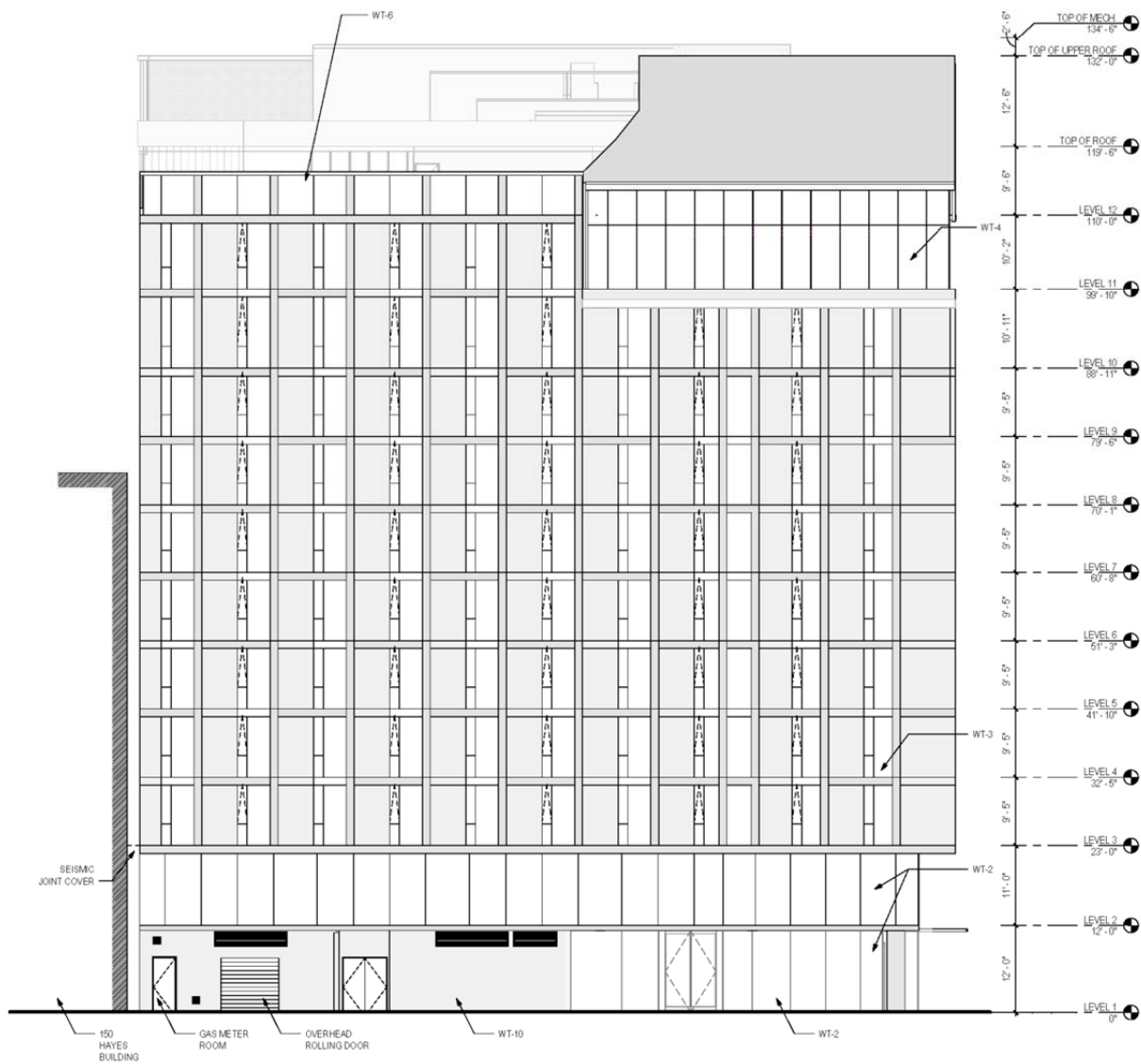


FIGURE 12: PROPOSED NORTH ELEVATION

Source: Mark Cavagnero Associates Architects  
September 8, 2017

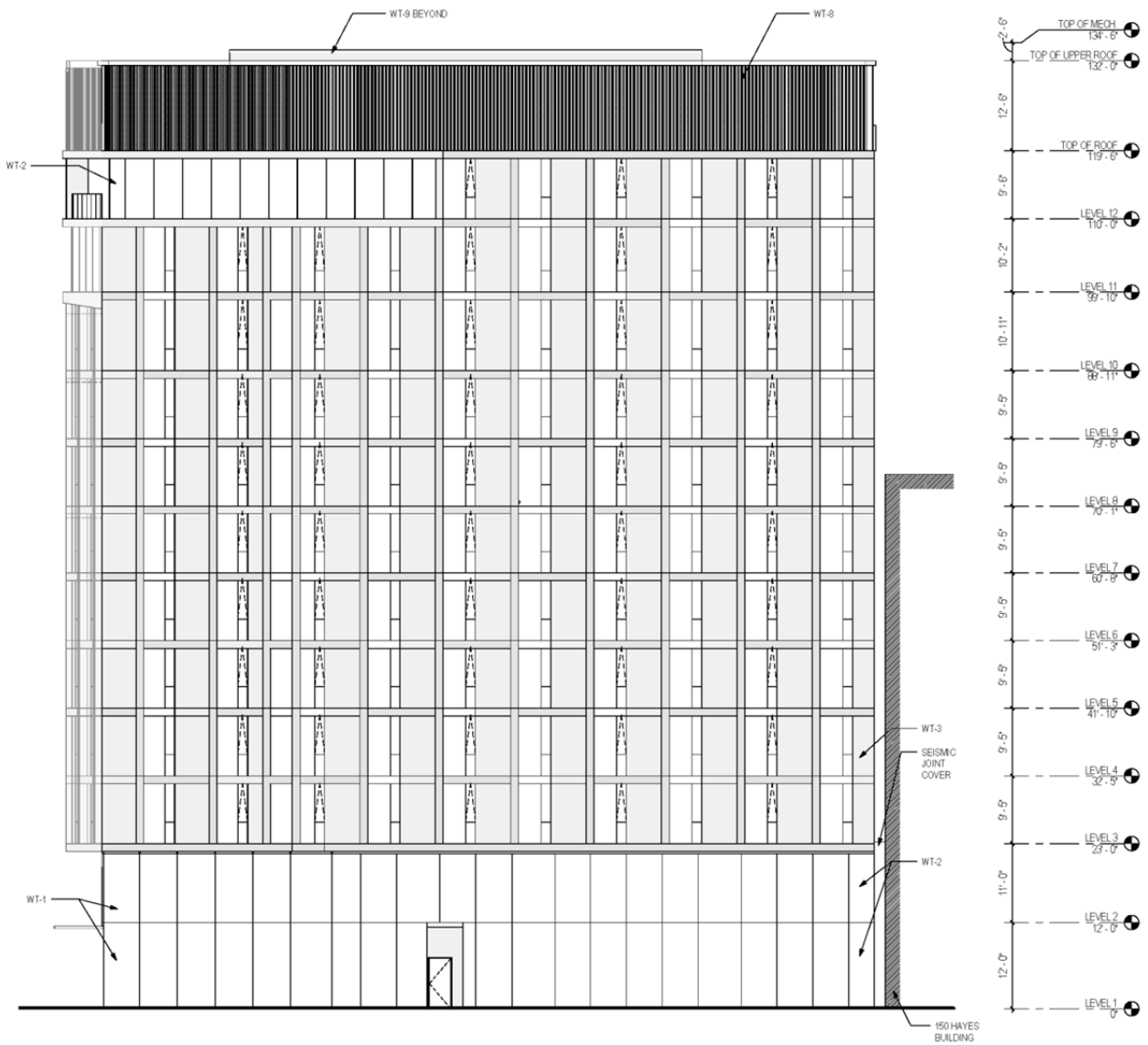


FIGURE 13: PROPOSED SOUTH ELEVATION

Source: Mark Cavagnero Associates Architects  
September 8, 2017

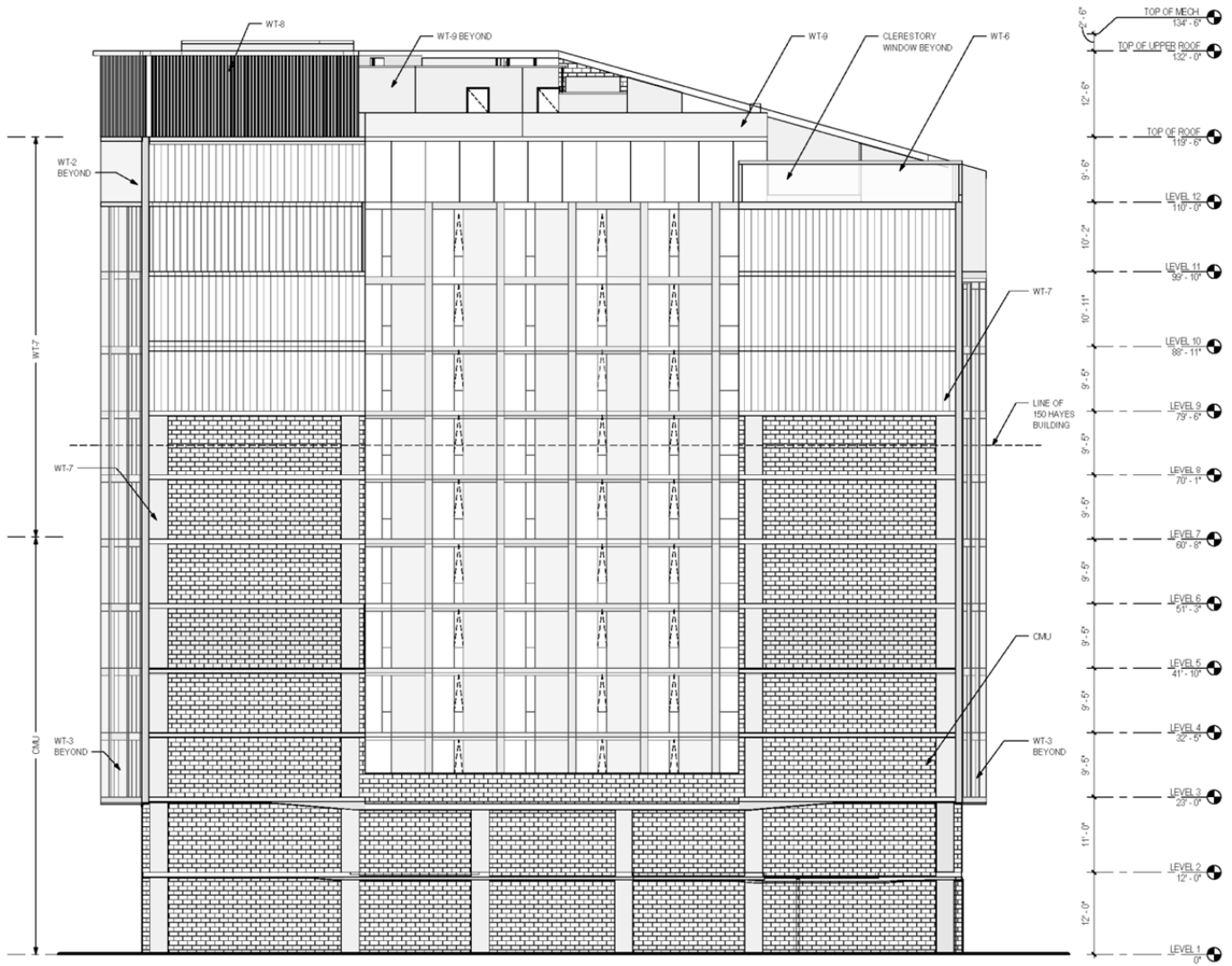


FIGURE 14: PROPOSED EAST ELEVATION

Source: Mark Cavagnero Associates Architects  
September 8, 2017

- **Bicycle Parking** – 166 class 1<sup>1</sup> bicycle parking spaces to serve the residential and institutional uses would be provided in a secure bicycle parking room on the second floor below grade level and would be accessed via the building's elevator. Class 2<sup>2</sup> bicycle parking racks to accommodate four bicycles would be provided near the Van Ness Avenue entrance, and racks for 16 bicycles would be provided adjacent to the Hayes Street façade, subject to San Francisco Municipal Transit Authority (SFMTA) approval. The project would not include any off-street parking for motor vehicles.

Pedestrian access to both the housing units and the institutional space in the proposed building would be via Van Ness Avenue. After entering the main lobby, Conservatory students and faculty wishing to access the proposed institutional space would continue through turnstiles, which would be badge-activated (hence, with the exception of performance space, the institutional uses would not be generally accessible to the general public). The restaurant use would have access via Dr. Tom Waddell Place, as well as the Van Ness Avenue lobby of the building. The proposed project would include on-street commercial loading spaces and passenger loading/unloading zones on Van Ness Avenue and Dr. Tom Waddell Place. These on-street commercial loading spaces would be located on the ground floor adjacent to the on-site loading, trash/recycling, and utility space located at the northeast corner of the site, with access to Dr. Tom Waddell Place.

The proposed project would include widening of about 58 linear feet of the sidewalk on Dr. Tom Waddell Place from the existing 6 feet, 10 inches wide to 12 feet wide, and of another 51 linear feet of this sidewalk from 3 feet, 4 inches to 6 feet wide. Streetscape improvements consistent with the *Better Streets Plan*<sup>3</sup> would be made on Van Ness Avenue. This would include removal of the existing planter boxes to facilitate access between the passenger load/unloading zone at the Van Ness Avenue curb, and to facilitate pedestrian passage on Van Ness Avenue. In addition, existing trees on Van Ness Avenue would be relocated and new trees planted along the Hayes Street and Dr. Tom Waddell Place frontages.

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1 Secured, indoor long-term bicycle parking for residents and employees.

2 Short-term bicycle parking for visitors.

3 City and County of San Francisco. *Better Streets Plan*. Adopted December 2010. <http://sf-planning.org/ftp/BetterStreets/proposals.htm>. Accessed November 7, 2017.

**TABLE 1. PROJECT CHARACTERISTICS**

<b>Function</b>	<b>Area (gross square feet)</b>	<b>Number of Beds/Units/ Bicycle Parking Spaces</b>
Student Housing	86,600 <sup>1</sup>	420 beds (113 units)
Faculty Housing	2,800	4 beds (3 units)
Other Residential Units	19,200	27 units
Institutional/ Educational Space ("Conservatory" Classrooms, Offices and Rehearsal Space)	38,000	
Performance Space	7,200	
Broadcasting Studio Space	4,320	
Restaurant Space	5,000	
Bicycle Parking		166 class 1, 20 class 2
Lobby and Mechanical Space	10,300	
<b>Total Interior Space</b>	<b>168,200<sup>2</sup></b>	

**Notes**

1. Includes 2,700 gross square feet of open space
2. This number is less than the sum of the numbers above due to rounding.

***Construction Schedule and Equipment***

Construction of the proposed project is expected to require a total of about 24 months. Project construction would require excavation to approximately 38 feet below grade over most of the project site footprint, with an anticipated total excavation volume of approximately 18,240 cubic yards. Based on preliminary geotechnical analysis, a mat slab foundation would support the building. Construction would begin upon receipt of all required approvals and permits. If the project is approved, work is anticipated to start in June 2018, with intended completion in time for student occupancy for the Fall 2020 Semester.

Work on the project site would begin with demolition of the two existing buildings and associated on-site utilities and off-haul of building debris, which is anticipated to require approximately five weeks and entail export by dump truck of approximately 5,000 cubic yards (cy) of material. Demolition would be followed for approximately three months of site preparation and grading. Excavations would be shored with sheet piles and/or soil-anchored tie backs, which would be installed by drilling. No pile driving is anticipated. Because groundwater is present at a depth of approximately 14 feet, dewatering would be required during excavations for a period of approximately six months. Ten pumps would be used to extract groundwater, which likely would need to be held in on-site settling tanks prior to permitted discharge to the City's combined sewer system. Pumps likely would operate around the clock and would be enclosed in temporary acoustical enclosures at the bottom of drilled shafts during their use in order to minimize pumping noise. Equipment also would include a large excavator, and one or

more loaders. Building construction is anticipated to require approximately 20 months. Site paving and landscaping would require another four weeks.

### ***PROJECT APPROVALS***

The proposed project would require the following approvals:

#### ***Required Approvals by Planning Department***

- Downtown Project Authorization pursuant to Planning Code section 309, with exceptions for rear yard requirements, off-street freight loading space, ground level wind currents, usable open space square footage and dimensions, obstructions over streets and alleys, and ground floor height for only a portion of the ground floor.
- Conditional Use Authorization for an exclusion of student housing unit square footage from Floor Area Ratio calculations and for dwelling unit removal.
- Recommend to Board of Supervisors legislative amendment for a height reclassification from 96-X to 120-X, and to allow exceptions to quantitative standards of Article 1.2 through the section 309 process, an amendment to the calculation of roof height that would apply to the mechanical space on the roof of the proposed project, and accompanying and conforming zoning map change to the San Francisco General Plan and Zoning Maps.
- Recommend that Board of Supervisors adopt a resolution recommending that the City enter into Development Agreement to provide the City a directly enforceable mechanism for the Relocation Plan and other public benefits while providing a project a predictable regulatory scheme.

#### ***Required Approvals by Other Agencies***

In addition to the required project approvals that are listed in Section A., Project Description, the following permits and approvals are required.

#### **San Francisco Department of Building Inspection**

- Approval for demolition and building permits.

#### **San Francisco Public Works**

- Approval of a merger of the 200 Van Ness Avenue and 214 Van Ness Avenue lots into one lot.
- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a street space permit from the Bureau of Street Use and Mapping is required.
- Approval of a permit to plant street trees adjacent to the project site.
- Approval of construction within the public right-of-way (e.g., curb cuts, bulb-outs and sidewalk extensions) to ensure consistency with the Better Streets Plan.

### **San Francisco Municipal Transportation Agency**

- Approval of the placement of bicycle racks on the sidewalk, and of other sidewalk improvements, by the Sustainable Streets Division.
- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a special traffic permit from the Sustainable Streets Division is required.
- Approval of construction within the public right-of-way (e.g., bulbouts and sidewalk extensions) to ensure consistency with the Better Streets Plan.

### **San Francisco Public Utilities Commission**

- Approval of an Erosion and Sediment Control Plan, in accordance with Article 4.1 of the *San Francisco Public Works Code*.
- Approval of post-construction stormwater design guidelines, including a stormwater control plan that complies with the City's 2016 Stormwater Management Requirements and Design Guidelines.

### **San Francisco Board of Supervisors**

- Approval of legislative amendment for a height reclassification from 96-X to 120-X, and to allow exceptions to quantitative standards of Article 1.2 through the section 309 process, an amendment to the calculation of roof height that would apply to the mechanical space on the roof of the proposed project, and accompanying and conforming zoning map change to the San Francisco General Plan and Zoning Maps.
- Approval a Development Agreement between the City and the project sponsor.

As a new high-rise project of more than five units and greater than or equal to 75 feet in height, the proposed project would also be required to comply with the requirements of the Green Building Ordinance. Accordingly, the project would comply with the City's Green building Ordinance (San Francisco Building Code Chapter 13C) by attaining at least a LEED Silver rating plus six points or at least 95 GreenPoints from the GreenPoint Rated Multifamily New Construction checklist.<sup>4</sup>

The approval of the Downtown Project Authorization by the Planning Commission pursuant to Planning Code Section 309 constitutes the Approval Action for the proposed project pursuant to Section 31.04(h)(3) of the San Francisco Administrative Code. The Approval Action date establishes the start of the 30-day appeal period of the Final Mitigated Negative Declaration for this California Environmental Quality Act (CEQA) determination pursuant to Section 31.16(d) of the San Francisco Administrative Code.

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<sup>4</sup> San Francisco Department of Building Inspection. 2014, *Green Building: Submittal Instructions per AB-093*. July 1. Available online at; <http://sfdbi.org/sites/default/files/AB-093.pdf>. Accessed November 7, 2017.



## B. PROJECT SETTING

### *Project Site and Surrounding Land Uses*

The project site is located in a Downtown General Commercial (C-3-G) zoning district, and 96-X height and bulk district. The C-3-G district covers the western portions of downtown and includes a variety of uses, including retail, offices, hotels, entertainment, clubs and institutions, and high-density residential. Many of these uses have a citywide or regional function, although the intensity of development is lower here than in the downtown core area. As in the case of other downtown districts, no off-street parking is required for individual commercial buildings. In the vicinity of Market Street, the configuration of this district reflects easy accessibility to various modes of public transit.

The project area is not primarily residential, but has seen recent increases in high-density residential development. High-density residential uses, such as Archstone Fox Plaza at Market and Polk Streets, the recently constructed high-density residential building at 101 Polk Street and the recently approved high-density multi-use building at 150 Van Ness are located adjacent to or in the immediate vicinity of the project site. The surrounding community is characterized by governmental offices, performing arts centers, and the high-density residential uses described above.

The existing buildings in the vicinity have a range of heights. The structures immediately adjacent to the east on the same block as the project site are five stories (60 feet tall) and 12 stories (120 feet tall) respectively. The structure under construction immediately to the south of Hayes Street, adjacent to the project site, will be 13 stories tall.

The project site, located one block south of City Hall and three blocks north of the Conservatory's existing 50 Oak Street campus, is within the Downtown Plan area and the Civic Center Plan area, and is adjacent to the Civic Center Historic District. It is also within the Civic Center Public Realm Plan, which is under development. The project is well-served by public transportation. The San Francisco Municipal Railway (Muni) operates 22 bus lines within one-quarter mile of the project site. In addition, the Civic Center and the 16<sup>th</sup> Street BART stations are both located within one-half mile of the project site.

Van Ness Avenue, adjacent to the project site, is six lanes wide and includes a landscaped median, and signalized crossings. Hayes Street is a one-way (westbound) street with two driving lanes and a dedicated turn lane in each direction. Dr. Tom Waddell Street is also one-way westbound, with one travel lane and a metered parking lane. All three streets have sidewalks on both sides and both Van Ness and Hayes are designated *Key Walking Streets* in San Francisco's WalkFirst Program.<sup>5</sup>

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5 San Francisco Planning Department. Walk First Initiative website. <http://walkfirst.sfplanning.org/>. Accessed November 7, 2017.

### *Cumulative Projects*

The cumulative context for land use effects are typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Cumulative development in the project vicinity (within approximately a quarter-mile radius of the project site) includes the following projects listed in Table 2, which are either under construction or for which the Planning Department has an Environmental Evaluation Application on file. The areas and the projects relevant to the analysis vary, depending on the topic, as detailed in the cumulative analyses present in subsequent sections of this document. As shown, these projects primarily include new residential, retail, and office uses.

For wind and shadow analysis, discussed in Section E.8, modified sets of cumulative projects were used to analyze cumulative impacts. This is because smaller geographic areas are typically considered for model runs prepared to support those analyses and also because some of the cumulative project applications had not yet been filed when those tests were conducted. This either renders these analyses conservative (in the case of shadow analysis) or makes no noticeable difference to the analysis (in the case of wind analysis). For the shadow analysis, the lack of additional cumulative projects results in less potential for shadow from those projects to overlap with shadow associated with the proposed project. For the wind analysis, the majority of cumulative projects are either downwind of the project site, such that they could not have any meaningful impact on the wind conditions at the project site, or they are not tall enough to influence wind speeds in the immediate project area.

**TABLE 2. RECENT PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS**

<b>Project</b>	<b>Description</b>
10 South Van Ness Avenue Case No. 2015-004568ENV	This project would construct two 400-foot-tall towers over a 120-foot-tall podium building, with two levels of sub-grade parking and ground-level retail space. Project also features approximately 36,900 square feet of open space, including approximately 6,000 square feet of publicly accessible open space in the form of a landscaped plaza. Project also includes approximately 20,000 square feet of building amenity, amenity roof terraces and 255 bicycle parking stalls. The project is currently undergoing environmental review.
1699 Market Street Case No.2014.0484E	The project is to demolish an existing building and surface parking lot and construct a new 9-story mixed-use building with 162 residential units and 3,937-gsf commercial area. The new building would have a nine-story, 85-foot-tall frontage along Market Street, and an eight story, 72.5-foot-tall frontage along McCoppin Street (as measured from Market Street; as measured from McCoppin Street, the southern part of the building is 84 feet tall), with rooftop mechanical equipment (including an elevator penthouse) the proposed building would measure 105 feet tall at its highest point. This project is currently under construction.

**TABLE 2. RECENT PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS**

<b>Project</b>	<b>Description</b>
1629 Market Street (1601 – 1637 Market Street & 53 Colton Street) Case No.2015.005848ENV	The project is to demolish three existing buildings and construct six new buildings containing 477 market-rate residential units, 107 affordable supportive housing units. The project would involve construction of a building over 80 feet in height on portions of the site. The project is currently undergoing environmental review.
1601 Mission Street Case No.2014.1121ENV	The project is to demolish the existing structures and facilities and construct a 120-foot-tall, 12-story mixed-use building containing 220 dwelling units; 7,336 square feet of retail space; 97 below-grade vehicle parking spaces that would be accessed from South Van Ness Avenue; and 145 bicycle parking spaces. The project is to include an additional 20 feet in height for a mechanical penthouse and solarium.
1740 Market Street Case No.2014.0409E	Replacement of existing commercial building with 9-story, 85-foot-tall building with 110 dwelling units and ground-floor retail on Market Street.
1390 Market Street Case No.2005.0979E	The project is to demolish an existing two-story retail and office building and construct a new 120-foot-tall, 11-story building containing up to 250 dwelling units and approximately 19,880 gross square feet of ground-floor retail use. There would be no change to an existing mixed-use tower on the site, and no new parking would be provided.
22-24 Franklin Street Case No. 2013.1005E	The project is to merge lots 011 and 012 in to a single lot, demolish the existing commercial building on lot 012, and construct an 8-story, 85-foot tall mixed-use building at the site. With rooftop mechanical structures, the building would be approximately 100 feet tall. The new building would include 35 dwelling units and 2,100 gsf of retail space along Franklin Street.
1546 -1564 Market Street Case No. 2012.0877E	The project is to demolish the existing three buildings on the site, and construct a new 12-story, 120-foot (136 feet with roof terrace screen wall) residential building with ground-floor retail uses along Market Street. The proposed building would have a total of 146,803 gsf, which would include 116,550 gsf of residential uses (109 dwelling units), 1,115 gsf for residential lobby/lounge uses, 4,961 gsf of retail (three retail spaces), and 12,512 gsf of parking (28 car parking spaces).
1500-1580 Mission Street Case No.2014.000362ENV	The project is to merge two lots, demolish most of the existing buildings, and construct a new mixed-use building. The mixed-use building would include approximately 550 residential units in a 380-foot-tall tower, approximately 463,300 gsf of office/permit center space to be occupied by the City and County of San Francisco in a 260-foot-tall tower and podium, 35,000 gsf of ground-floor retail space, and up to 309 off-street parking spaces.

**TABLE 2. RECENT PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS**

<b>Project</b>	<b>Description</b>
30 Otis Street Case No.2015.010013PPA	The project is to demolish the existing buildings and construct a new approximately 250-foot tall mixed-use building. The project would feature 354 dwelling units on the top of 26 floors of the building. Approximately 13,125 square feet of space at the ground floor would be used by the City Ballet School, which currently operates on-site. In addition, the ground floor would feature a residential lobby and approximately 4,600 square feet of retail space.
1 Oak Street Case No.2009.0159E	The project consists of the demolition of the two existing buildings on the site and construction of a new, 39-story residential building (400 feet tall plus a 20-foot-tall parapet, for a total height of 420 feet). The project would include a total of 320 residential units, about 12,970 gsf of retail/restaurant uses on the ground floor and potentially on the 21 <sup>st</sup> floor, and 160 accessory parking spaces for building residents.
Parcels M & N (300 Octavia Street) Case No.2014.002330ENV	The project is to construct two 55-foot-tall (70 feet with elevator penthouse), five-story, mixed-use buildings approximately 15,400 square feet in size with 12 residential units over approximately 800 square feet of ground-floor commercial use.
Parcels (455 Fell Street) Case No.2015.002837ENV	The project is to construct a six-story building with 108 below market rate apartments at 50 feet in height.
Parcel T Case No.2014.1509	The project would construct a new 5-story, mixed use building, 55 feet in height. In addition to ground-floor commercial, the project would include 26 units of residential housing. The project would include 13 residential parking spaces and 22 bicycle parking spaces; a common roof deck is also proposed.
Parcel U (Central Freeway Parcels) Case No.2003.0347E)	There is no current proposal in for the site. In compliance with the inclusionary housing ordinance, a nearby development (One Oak) will provide funds to the Mayor's Office of Housing that would be provided to a non-profit organization to construct 100% affordable housing (16 units) for transitional-aged youth.
1700 Market Street Case No.2013.1179E	The project would demolish the existing two-story building on the site (constructed in 1890, substantially altered in the 1940s) and construct an 8-story, mixed-use residential building with ground floor retail. The proposed building would be approximately 85-feet tall (approximately 100-feet tall with mechanical penthouse) and would include 48 residential units and 1,549 square feet of commercial space.
Parcels R and S Case No.2014.002101ENV	The project would redevelop existing vacant lot into a mixed-use project consisting of two buildings with 100% affordable housing (total of 56 units) and approximately 7,500 square feet in each building of ground-floor neighborhood-serving retail.

**TABLE 2. RECENT PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS**

<b>Project</b>	<b>Description</b>
1532 Howard Street Case No.2013.1305E	The project involves the demolition of an existing one-story, 1,650-square-foot (sf) building and construction of a new six-story, 55-foot tall (62-foot-tall with elevator shaft), approximately 9,000-gsf building.
Parcels K & L (424 & 432 Octavia Boulevard)	The project would construct 6,070 sf of temporary retail and restaurant uses and one 458-sf temporary residential use on two vacant lots.
The Hub Area Plan Case No. 2015-000940ENV	The Hub Area Plan includes changes to current zoning designations in the area referred to as SoMa West in the 2008 Market Octavia Plan, bounded approximately by Howard Street to the southeast, 11 <sup>th</sup> Street to the northeast, Market Street to the northwest, and Division Street to the south. The Plan includes affordable housing policies, allowances for additional height and density above existing zoning (established in the Market Octavia Plan), public realm improvements, transportation enhancements, and funding strategies to complement the major infrastructure improvements in the area. This plan is currently undergoing environmental review.
30 Van Ness Avenue, Case No. 2015.008571GPR	The project is the sale of a four-story, City-owned, office building over ground-floor retail/commercial space and the continued use of the office use by the City until the year 2019. It is anticipated that after 2019, the building would be replaced with a 400-foot-tall high-rise residential tower. This site is within the Hub Area Plan, which is currently undergoing environmental review and considers a height of 520 feet for this site.
33 Gough Street Case No. 2017-007761ENV	The project proposes demolition of the existing building and construction of a 23-story (250-foot) residential podium and tower with ground floor commercial space, community amenity spaces, a planted courtyard and a public mews. The project would contain approximately 273,051 sf of residential use with 433 proposed housing units. In addition, 34,700 sf of open space, 5,623 sf of retail space and 9,000 sf of common areas would be provided. This site is within the Hub Area Plan, which is currently undergoing and environmental review.
98 Franklin Street Case No. 2016-14802ENV	The project would demolish existing surface parking lot and construct a 26-story residential tower above a 5-story podium. The podium (Floors 1 to 5) would be occupied by new secondary school facilities for the International High School of the French American International School. Floors 6 to 31 would contain approximately 286 rental dwelling units in a mix of studio, 1-bedroom, 2-bedroom and 3-bedroom units. Off-street parking, service vehicle loading and residential bicycle parking would be provided in two below-grade garage levels. This site is within the Hub Area Plan, which is currently undergoing and environmental review.

**TABLE 2. RECENT PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS**

<b>Project</b>	<b>Description</b>
Muni Forward	Muni Forward (previously referred to as the Transit Effectiveness Project - TEP) presents a thorough review of San Francisco's public transit system, initiated by SFMTA in collaboration with the City Controller's Office. Muni Forward is aimed at improving reliability, reducing travel times, providing more frequent service and updating Muni bus routes and rail lines to better match current travel patterns. Implementation of Muni Forward was initiated in 2015, and components will be implemented based on funding and resource availability. Muni Forward recommendations include new routes and route realignments, increased service frequency and speed on busy routes, and elimination or consolidation of certain routes or route segments with low ridership.
Van Ness Bus Rapid Transit (BRT) Project/Van Ness Improvement Project	The Van Ness BRT project is a program to improve bus service along Van Ness Avenue between Mission and Lombard Streets through the implementation of operational improvements and physical improvements. The project, which is currently under construction, will construct transit-only lanes in each direction of Van Ness Avenue within a median right-of-way. Other physical improvements will include high-quality and well-lit bus stations to improve passenger safety and comfort, and streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations.
Polk Street Streetscape Project	The SFMTA, Public Works, and the San Francisco Public Utilities Commission are implementing streetscape and utility improvements on Polk Street between Union and McAllister Streets. The aim of the project, which is currently under construction, is to create a thriving and active corridor, enhance the pedestrian experience, complement bicycle and transit mobility, and support commercial activities.
Better Market Street Project	San Francisco Public Works, in coordination with the San Francisco Planning Department and the SFMTA proposes to redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero.

## C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### San Francisco Planning Code

The San Francisco Planning Code, which incorporates the City's Zoning Maps, governs permitted land uses, densities, and the arrangement of building structures within the city. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless: (1) the proposed project conforms to the Planning Code; (2) allowable exceptions are granted pursuant to provisions of the Planning Code; or (3) amendments to the Planning Code are incorporated into the proposed project.

#### *Land Uses*

The project site is located within the C-3-G (Downtown General Commercial) zoning district. This district covers the western portions of downtown and consists of a number of different uses: retail, offices, hotels, entertainment, institutions, and high-density residential. No front or side setbacks are required in this district. The intensity of development in this district tends to be lower than in the downtown core area; however, many of these uses have a citywide or regional function. The proposed project's residential, retail, and institutional uses would be permitted in the C-3-G zoning district. The majority of the block on which the project parcels are located is also zoned C-3-G, which extends south of the project site, encompassing blocks to the south of Market Street. The blocks to the north, west and east of the project site are zoned Public, reflecting civic uses (including City Hall) located throughout this area.

Downtown Project Authorization from the Planning Commission per Planning Code Section 309 is required for projects within a C-3 zoning district over 50,000 square feet in area, or over 75 feet in height, and for granting exceptions to the requirements of certain sections of the Planning Code. The proposed project requires authorization under Section 309 as it is located within the C-3-G zoning district, has a proposed gross floor area of approximately 165,000 square feet, and would be 120 feet tall.

The proposed project would require a code exception under Planning Code Section 309 to allow a smaller rear yard than proposed by code. The C-3-G zoning district requires rear yards of 25 percent of the depth of the lot on all levels occupied by residential uses. No front setbacks or side yards are required. However, in C-3 zoning districts, an exception for the rear yard requirement may be allowed as long as the building location and configuration allow adequate light and air to

residential units and to the provided open space, in accordance with the provisions of San Francisco Planning Code Section 309, which allows certain exceptions to permit review in C-3 zoning districts. Because the proposed project does not provide a conforming rear yard, but provides light and air through street frontages and an outer court that would be located on the second level and would meet the required open space amounts, a rear yard exception is required.

A code exception also would be required to waive the code requirement of one vehicle loading space for the project, which does not proposed any vehicle loading spaces. An exception also would be required to add to the amount of time that the wind comfort level is exceeded as the result of project construction.

### *Height and Density*

The project is located within the 96-X height and bulk district. This district allows buildings up to 96 feet tall. The project at 200-214 Van Ness is proposed to be 120 feet tall, with an additional 12 feet to the top of rooftop architectural features (“upper roof”) and another 2 feet, 6 inches to the top of the roof-top mechanical equipment, as allowed by Section 260 of the Planning Code. Bulk limits, as measured by maximum plan dimensions, do not apply in the “X” bulk district.

Pursuant to Planning Code Section 302, the Board of Supervisors may, by ordinance, amend any part of this Code. The proposed project would require a height reclassification from 96-X to 120-X, and would require Board of Supervisors’ approval of a Legislative Amendment for this change. In order for the project to proceed, the Board of Supervisors would need to approve a Height District Reclassification, per Section 302, as well as a General Plan Amendment, per Section 340.

### *Floor Area Ratio (FAR)*

Pursuant to Planning Code section 124, buildings within the C-3-G district have a basic floor area ratio of 6.0 to 1, or a maximum of 9.0 to 1. This maximum may be achieved through a purchase of Transfer of Development Rights. The use of such a transfer in the C-3-G zoning district allows an increase of up to 1.5 times the base floor area ratio, in accordance with Planning Code sections 124 and 127, increasing the allowable floor area ratio to 9:1. The project site measures 13,080 square feet, meaning that a total of 78,480 square feet of floor area would be permitted under code without a conditional use authorization or transfer of development rights.

Because the project as proposed would result in a floor area ratio of 11.9, a conditional use authorization would be sought to exclude student housing, as outlined in Planning Code sections 124(k). With this exclusion, the project’s floor area ratio would be approximately 5.4 to 1.0, within the 6.0: 1.0 floor area ratio permitted by Planning Code.

Pursuant to Planning Code section 317, a conditional use authorization also would be required for dwelling unit removal that would result from the demolition of the existing building at 200 Van Ness Avenue, which would result in demolition of 27 dwelling units. As required for consideration of such a conditional use authorization, the project includes a relocation plan for



the tenants of the 27 units, and the project also would replace the displaced units in the new building. Tenants residing in the building at the time construction commences would be offered the opportunity to return to an equivalent-sized unit under the same lease terms as their existing 200 Van Ness Avenue leases. The project sponsor would work with the City to memorialize this arrangement in a Development Agreement. The project also would meet the conditional use requirement to provide significant public benefit, as it would provide a substantial number of student housing units in close proximity to the Conservatory, thus both reducing student housing demand and student demand for transit. The facility also would host conservatory performances in a publicly-accessible space within the building.

### ***Dwelling Unit Exposure and Open Space***

According to Planning Code section 140 at least one room of each dwelling and group housing unit must face onto an open area that meets minimum requirements for area and horizontal dimensions, such as a public street or a rear yard or an outer court, defined in Planning Code section 102.4 as a court where one entire side is bounded by a front setback, a rear yard, a side yard, a front lot line, a street or an alley. The proposed project does not comply with Planning Code section 140 for group housing unit exposure. The interior student units located on the eastern portion of the site on the second and third floors do not meet the exposure requirement as the proposed court is not sufficiently sized to serve as a qualifying area for dwelling unit exposure. The proposed project does not comply with code open space requirements for student housing, and is not required under code to provide public open space, but it does not comply with Planning Code section 135(g)(2) for usable open space for the 27 private apartments. The sponsor is requesting exceptions under section 309 of the Planning Code from the exposure requirement and the student open space amount, and the dwelling unit open space amount and dimensions.

## **Plans and Policies**

### ***San Francisco General Plan***

Development in San Francisco is subject to the San Francisco General Plan. The general plan provides general policies and objectives to guide all land use decisions in the city. Any conflicts between the proposed project and policies that relate to physical environmental issues are discussed in section E, below, Evaluation of Environmental Effects. The compatibility of the proposed project with general plan policies that do not relate to physical environmental issues would be considered by decision-makers as part of their decision to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

### ***Area Plans***

The City of San Francisco has adopted several area plans that guide land use changes and developments in specific neighborhoods. The project site is located in the Downtown Plan area (adopted in 1985, last amended in 2009), adjacent to the Market and Octavia Neighborhood Plan

(adopted in 2007) and the Civic Center Area Plan (adopted in 1974, last amended in 2007). The project does not conflict with the general goals and objectives of either the Market and Octavia Area Plan or the Civic Center Area Plan.<sup>6</sup>

The proposed project is within the Downtown Area Plan which is designed to allow growth but maintain the character of the area. As proposed, the project is not consistent with the 96-foot height limit for the site, established by the Downtown Area Plan but, other than the height limit increase (for which a code amendment for this block will be sought as part of the proposed project), the proposed project is consistent with the overarching objectives of these area plans. The Downtown Plan describes policies and objectives related to commerce, housing, open space, preservation, urban form, transportation, and seismic safety that are applicable to the project and with which it would be consistent.

A primary objective of the Downtown Area Plan is to promote housing in and adjacent to Downtown. The area plan promotes incorporation of housing and conversion of underused industrial and commercial areas to residential use. The proposed project would provide primarily residential, infill development of an underused site in accordance with the objectives of the Downtown Area Plan.

The project also falls within the boundary of the Civic Center Public Realm Plan, a new interdepartmental project that is currently in development. The Civic Center Public Realm Plan would create a comprehensive, long-term vision for improvements to civic center's plazas, streets, alleys and other public spaces, including alleys such as Dr. Tom Waddell Place. The project would include streetscape improvements as required by the Better Streets Plan but would not otherwise affect public open spaces.

### *The Accountable Planning Initiative (Proposition M)*

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added section 101.1 to the City's Planning Code to establish eight priority policies. These policies, and the corresponding sections of this document addressing the environmental issues associated with these policies, are as follows: (1) preservation and enhancement of affordable housing (Population and Housing); (2) protection of neighborhood character (Aesthetics); (3) discouragement of commuter automobiles (Transportation and Circulation); (4) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Land Use); (5) maximization of earthquake preparedness (Geology and Soils); (6) landmark and historic building preservation (Cultural Resources); and (7) protection of open space (Recreation). Prior to issuing a permit for any project that requires an initial study under CEQA, or for any demolition,

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<sup>6</sup> San Francisco Planning Department. The Downtown Plan, <http://generalplan.sfplanning.org/Downtown.htm>; Civic Center Area Plan, [http://www.sf-planning.org/ftp/general\\_plan/Civic\\_Center.htm](http://www.sf-planning.org/ftp/general_plan/Civic_Center.htm); Market and Octavia Area Plan, [http://www.sf-planning.org/ftp/files/Citywide/Market\\_Octavia/Market\\_and\\_Octavia\\_Area\\_Plan\\_2010](http://www.sf-planning.org/ftp/files/Citywide/Market_Octavia/Market_and_Octavia_Area_Plan_2010), and Van Ness Avenue Area Plan, [http://www.sf-planning.org/ftp/General\\_Plan/Van\\_Ness\\_Ave.htm#VNA\\_INT](http://www.sf-planning.org/ftp/General_Plan/Van_Ness_Ave.htm#VNA_INT). Available on the City of San Francisco Planning Department website at the addresses above. Accessed September 22, 2017.

conversion, or change of use, and prior to taking any action that requires a finding of consistency with the general plan, the City is required to find the proposed project or legislation consistent with the priority policies of section 101.1 of the Planning Code.

The consistency of the proposed project with the environmental topics associated with the priority policies is discussed in Section E, below, Evaluation of Environmental Effects. The case report and approval motions for the proposed project will contain the Planning Department's comprehensive project analysis and findings regarding consistency with the priority policies.

### ***Regional Plans and Policies***

Environmental Plans and Policies directly address physical environmental issues or contain targets or standards that must be met in order to preserve or improve San Francisco's physical environment. These include the Bay Area Air Quality Management District's *Bay Area 2017 Clean Air Plan*<sup>7</sup> and *Bay Area 2005 Ozone Strategy*<sup>8</sup> and the San Francisco Bay Regional Water Quality Control Board's *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*.<sup>9</sup> The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

Other principal regional planning agencies in the San Francisco Bay Area and their over-arching policy plans to guide planning in the region include the Metropolitan Transportation Commission's (MTC) and Association of Bay Area Government's *Plan Bay Area 2040*;<sup>10</sup> and the San Francisco Bay Conservation and Development Commission's *San Francisco Bay Plan*.<sup>11</sup> No conflicts between regional plans and the proposed project have been identified.

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- 7 Bay Area Air Quality Management District. 2017, *2017 Clean Air Plan: Spare the Air, Cool the Climate*. April 19. Available online at: [http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a\\_-proposed-final-cap-vol-1-pdf](http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf). Accessed September 22, 2017.
  - 8 Bay Area Air Quality Management District. 2005, *Bay Area 2005 Ozone Strategy*. Available online at: <http://www.baaqmd.gov/~media/files/planning-and-research/plans/2005>. Accessed September 22, 2017.
  - 9 San Francisco Regional Water Quality Control Board. 2015. *Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin*. December 16. Available online at: [https://www.waterboards.ca.gov/sanfranciscobay/water\\_issues/programs/planningtmdls/basinplan/web/bp\\_ch1-7\\_print.shtml](https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/bp_ch1-7_print.shtml). Accessed November 7, 2017.
  - 10 Metropolitan Transit Commission and Association of Bay Area Governments, 2017, *Plan Bay Area 2040: Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area 2017-2040: Final*. July 26. Available online at: <http://files.mtc.ca.gov/library/pub/30060.pdf>. Accessed November 7, 2017.
  - 11 Bay Conservation and Development Commission, 1969, *San Francisco Bay Plan*. Available online at: [http://www.bcdc.ca.gov/plans/sfbay\\_plan#2](http://www.bcdc.ca.gov/plans/sfbay_plan#2). Accessed November 7, 2017.
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## D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

<input type="checkbox"/> Land Use/Planning	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Biological Resources
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology/Water Quality
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation	<input type="checkbox"/> Hazards & Hazardous Materials
<input type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agriculture and Forestry Resources
		<input type="checkbox"/> Mandatory Findings of Significance

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked “Less than Significant with Mitigation Incorporated,” “Less than Significant Impact,” “No Impact” or “Not Applicable” indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked “Less than Significant with Mitigation Incorporated” and “Less than Significant Impact” and for most items checked with “No Impact” or “Not Applicable.” For all of the items checked “Not Applicable” or “No Impact” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Wildlife. For each checklist item, the evaluation has considered the impacts of the proposed project both individually and cumulatively.

## SENATE BILL 743 AND PUBLIC RESOURCES CODE SECTION 21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014.<sup>12</sup> Among other provision, SB 743 amends the California Environmental Quality Act (CEQA) by adding *Public Resources Code* Section 21099 regarding analysis of aesthetics and parking impacts for urban infill projects.<sup>13</sup>

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<sup>12</sup> SB 743 can be found on-line at: [http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB743](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743).

<sup>13</sup> Public Resources Code Section 21099(d).

## ***Aesthetics and Parking Analysis***

*Public Resources Code* Section 21099(d), effective January 1, 2014, states, “Aesthetic and parking impacts of a residential, mixed- use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.”<sup>14</sup> Accordingly, aesthetics and parking are no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

- a) The project is in a transit priority area<sup>15</sup>
- b) The project is on an infill site<sup>16</sup>
- c) The project is residential, mixed-use residential, or an employment center<sup>17</sup>

The proposed project meets each of the above three criteria because it (1) is located within one-half mile of several rail and bus transit routes, (2) is located on an infill site that is already developed with and surrounded by other urban development, and (3) would be a primarily residential project with institutional and restaurant space.<sup>18</sup> Thus, this Initial Study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.

*Public Resources Code* Section 21099(e) states that a Lead Agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers and that aesthetics impacts as addressed by the revised *Public Resources Code* do not include impacts on historical or cultural resources. As such, there will be no change in the Planning Department’s methodology related to design and historic review.

Similarly, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this Initial Study presents a parking demand analysis for informational purposes and will consider any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce onsite parking spaces that affects the public right-of-way) as applicable in the transportation analysis.

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<sup>14</sup> *Public Resources Code* Section 21099(d)(1).

<sup>15</sup> *Public Resources Code* Section 21099(a) defines a “transit priority area” as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in Section 21064.3 of the *Public Resources Code* as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

<sup>16</sup> *Public Resources Code* Section 21099(a) defines an “infill site” as a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

<sup>17</sup> *Public Resources Code* Section 21099(a) defines an “employment center” as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

<sup>18</sup> San Francisco Planning Department, Transit-oriented Infill Project Eligibility Checklist, November 22, 2017. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2015-012994ENV.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>1. LAND USE AND PLANNING —Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact LU-1: The proposed project would not physically divide an established community. (Less than Significant)**

The proposed project would construct a 120-foot tall mixed-use building at 200-214 Van Ness Avenue. The project site presently contains a vacant building at 214 Van Ness Avenue that previously provided Lighthouse for the Blind services, and an occupied, low-rise residential apartment building at 200 Van Ness Avenue.

The project would result in the demolition of 200 Van Ness Avenue building, which, as noted above, contains 27 occupied apartments. As part of the proposed project, the residents of these apartments would be provided the opportunity to be temporarily relocated by the project sponsor, and, at conclusion of construction (approximately two years), would be guaranteed the opportunity to return to similar apartments in the new building. The effect on the residents in the existing 200 Van Ness Avenue building therefore would be short term and temporary and thus, would be less than significant.

The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Moreover, the project would not require the closure of any street or other right-of-way or impede the passage of persons through construction of any physical barriers. Although portions of the sidewalk adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. Therefore, the proposed project would not physically divide an established community and a less-than-significant impact would result.

**Impact LU-2: The proposed project would be consistent with applicable land use plans, policies, and regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)**

Land use impacts could be considered significant if the proposed project conflicts with any plan, policy, or regulation adopted for the purpose of avoiding an environmental effect. However, a

conflict with a plan, policy, or regulation adopted for the purpose of mitigating an environmental effect does not necessarily indicate a significant effect on the environment. The proposed project would not substantially conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result.

As discussed in Section C, while the proposed project would require a conditional use authorization to increase its residential density and to exclude the area of the proposed group housing from the allowable floor area ratio, an exception to the rear yard requirement, and a comfort-level wind exception, and would require exceptions for open space dimensions and area, ground floor height and bay window dimensions, authorization for these project elements are allowed within San Francisco's planning code, and thus the proposed project would not conflict with applicable land use plans, policies, or regulations.

The proposed use is permitted by city code and plans applicable to the area, and the project is within the applicable bulk limits. The proposed project would require a zoning map amendment to change the zoning of the project parcels from 96-X to 120-X, to allow the increased height of the building. This height amendment would be consistent with the zoned heights of the parcels immediately south and east of the project parcels, but would increase the disparity of height zoning of the project parcels relative to the parcels immediately to the north, which are zoned 70-X. However, the zoning map amendment that would be required to increase the permitted height on the project site would not, in and of itself result in physical environmental effects. To the degree that impacts of a taller building on the site would occur (as compared to the existing buildings or those that would be permitted under the existing height and bulk designation), these have been discussed under other topics, including Section E.8, Wind and Shadow.

Environmental plans and policies are those, like the *2017 Clean Air Plan*, which directly address environmental issues and/or contain targets or standards that must be met to preserve or improve characteristics of the City's physical environment. The proposed project would not conflict with any such adopted environmental plan or policy, including the *2017 Clean Air Plan*, the *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy), and the City's Urban Forestry Ordinance, as discussed in Section E.6, Air Quality, E.7, Greenhouse Gas Emissions, and Section E.12, Biological Resources. As described throughout this document, the proposed project would not result in any significant environmental impacts that could not be mitigated to a less-than-significant level. As such, the proposed project would result in a less-than-significant impact with regard to consistency with existing plans, policies, and regulations adopted for the purposes of avoiding or mitigating and environmental effect.

**Impact C-LU: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the project vicinity, would result in less-than-significant cumulative land use impacts. (Less than Significant)**

The cumulative context for land use effects are typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Cumulative development in the project vicinity

(within a quarter-mile radius of the project site) includes the projects listed in Table 2, above, which are either under construction or for which the Planning Department has an Environmental Evaluation Application on file.

Since all of the nearby cumulative projects would be constructed within their individual parcels and some would include public realm improvements intended to establish better connections for pedestrians and bicyclists as well as better connection to public transit, they would not be expected to physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access.

Some of the cumulative projects include large developments that have the potential to conflict with regulations adopted for the purpose of avoiding or mitigating an environmental effect, specifically those associated with air quality and archeology. Similarly, the proposed project could make a cumulatively considerable contribution to these impacts, which would be considered a significant cumulative impact. However, as discussed in Section E.3, Cultural Resources and Section E.6, Air Quality, the proposed project would include mitigation measures that would reduce any potential archeological and air quality impacts to a less-than-significant level. Thus, while it is possible that, in combination with other cumulative projects, the proposed project could result in significant impacts related to archeology and air quality impacts, with implementation of Mitigation Measures M-CR-2, M-CR-3, M-CR-4, M-AQ-2 and M-AQ-4 (discussed in Sections E.3, Cultural Resources and E.6, Air Quality), the proposed project would not make a cumulatively considerable contribution to these impacts.

Similar to the proposed project at 200-214 Van Ness Avenue, some future projects may require modifications or exceptions to the Planning Code requirements or height reclassifications. In addition, some nearby project may require review by the Historic Preservation Commission for compliance with the adjacent Civic Center Historic District or Civic Center Historic District Cultural Landscape. Although these cumulative development projects would introduce new infill residential, retail, office, entertainment, and possible institutional uses in the project vicinity, they would be required to comply with the City's zoning and land use designations. In addition, cumulative development projects would be required to comply with the same plans, policies, and regulations as the proposed project as discussed throughout this initial study, which include, but are not limited to, Strategies to Address Greenhouse Gas Emissions, Noise Ordinance, section 2909 of the Police Code (Article 29), Title 24, Part 11 (2016 CALGreen Code), San Francisco Green Building Ordinance, and the San Francisco Ordinance No. 27-06 for recycling construction and demolition debris, etc. Compliance with these plans and other mandatory regulations would ensure that development of cumulative development projects would not conflict with any applicable plans, policies, or regulations adopted to avoid or mitigate an environmental effect. Thus, the proposed project, in combination with past, present, and reasonably foreseeable future projects, would not combine with cumulative development projects to create or contribute to a cumulative land use impact, and therefore, the cumulative impact is less than significant.



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>2. POPULATION AND HOUSING — Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact PH-1: The proposed project would directly induce population growth in an area by proposing new group housing but that population growth would not be substantial in relation to the overall population of the area. (Less than Significant)**

The project would add approximately 427 net new residents to the project site, and thus contribute to population growth in the neighborhood. The Civic Center and Tenderloin neighborhoods are experiencing rapid population growth,<sup>19</sup> in a pattern of growth of 5 percent to almost 30 percent in most of the census tracts in the project vicinity between 2000 and 2010. The Market and Octavia and Downtown area plans, with which the project is consistent, both anticipate substantial population growth in these areas.

The proposed project would provide three faculty dwelling units and approximately 420 student beds in 113 two- and three-bedroom group housing units. It would also include 27 replacement residential units (existing tenants occupying these units would be temporarily relocated during construction). Based on San Francisco's average household size of 2.32,<sup>20</sup> the faculty units would accommodate approximately 7 people. Thus, in total, the proposed project would introduce approximately 427 residents to the project site, not accounting for the 27 replacement units since they already exist on the site. The project site is located in Census Tract 124.02. The 2010 U.S. Census reported a population of 3,974 residents in Census Tract 124.02 and a population of 805,235 residents in the City and County of San Francisco. Thus, the additional 427 residents would increase the population within the Census Tract 124.02 by approximately 11 percent and would increase the citywide population by approximately 0.05 percent, which would not be considered substantial.

<sup>19</sup> U.S. Census, 2010. Available online at: <https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/AGE115210>. Accessed October 25, 2010.

<sup>20</sup> Ibid.

The demolition of 27 housing units as part of the proposed project would displace approximately 63 persons for a period of up to two years. These persons or households would need to find housing elsewhere in the city or the Bay Region, but the small new demand that would result from temporary loss of 27 units would not be sufficient to spur additional housing development and, further, would be remediated by the construction of 27 units of similar size and makeup as part of the proposed project.

Therefore, population growth associated with the proposed project would not be substantial in relation to the overall population of the area, and this impact would be less than significant.

**Impact PH-2: The proposed project would not displace substantial numbers of existing housing units, necessitating the construction of replacement housing. (Less than Significant)**

The proposed project would provide three faculty dwelling units and approximately 420 student beds in 113 two- and three-bedroom group housing units; and would demolish 27 apartments in an existing building on the site, and replace them in kind. The group housing would accommodate college students attending the San Francisco Conservatory of Music. The students who would be residing in the new group housing presently either reside elsewhere in the city or commute from other locations. The provision of group housing for these students could be assumed to free up other housing elsewhere for occupancy by others.

As noted above, the proposed project would temporarily displace approximately 63 persons for a period of up to two years. These persons or households would need to find housing elsewhere in the city or the Bay Region and, as stated in Section A, Project Description, above, the project sponsor would offer them relocation assistance. Regardless, the small new demand that would result from the temporary loss of 27 units would not be sufficient to spur additional housing development and, further, would be remediated by the construction of 27 units of similar size and makeup as part of the proposed project. Based on the foregoing, the impact with respect to displacement of housing therefore would be less than significant.

**Impact C-PH: The proposed project, cumulatively with other past, present and reasonably foreseeable future development, would induce substantial population growth in the project vicinity, but would not create substantial demand for additional housing and associated infrastructure. (Less than Significant)**

The majority of the projects included on the cumulative project list (Table 2, p. 22) are mixed-use or housing projects, each of which would increase the residential population of the cumulative project area (within approximately one-quarter mile radius of the project site). Consistent with the San Francisco General Plan 2014 Housing Element,<sup>21</sup> the 2008 Market and Octavia Neighborhood Plan,<sup>22</sup> the 2012 Downtown Area Plan,<sup>23</sup> and the forthcoming Market Street Hub

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21 City of San Francisco, 2015, *San Francisco General Plan 2014 Housing Element*, April. Available online at: [http://www.sf-planning.org/ftp/General\\_Plan/2014HousingElement-AllParts\\_ADOPTED\\_web.pdf](http://www.sf-planning.org/ftp/General_Plan/2014HousingElement-AllParts_ADOPTED_web.pdf). Accessed November 6, 2017.

22 Ibid. Footnote 6, p. 30.

23 Ibid. Footnote 6, p. 30.

plan, all anticipate substantial residential population increase in the project vicinity. As noted above, this population increase would continue a trend of residential population growth in the Tenderloin and Civic Center neighborhoods that has been in progress since at least 2000.<sup>24</sup>

San Francisco Mayor's Executive Directive 17-02<sup>25</sup> calls for construction of "at least 5,000 units of new or rehabilitated housing every year for the foreseeable future," and for the implementation of policies to facilitate this construction. As identified in Table 2, the cumulative projects considered here almost without exception include substantial housing components. Cumulative growth in the project area therefore is not expected to result in a cumulative demand for new housing. The project area is well served by existing infrastructure, and cumulative past, present and reasonably foreseeable transportation projects would provide transportation improvements to further serve anticipated population growth. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable population and housing impact.

<b>Topics:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Not Applicable</b>
<b>3. CULTURAL RESOURCES —Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

24 The New York Times. *Mapping the US Census 2010*. US Census Tracts 12402, 16, 12401, 12202, 162, 16802, 201 and 177. Available online at: <http://www.nytimes.com/projects/census/2010/map.html?view=PopChangeView&l=14&lat=37.77752894957491&lng=-122.41932345299993>. Accessed November 6, 2017.

25 Office of the Mayor of San Francisco. Executive Directive 17-02. <http://sfmayor.org/article/executive-directive-17-02>. Accessed online November 8, 2017.

**Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code. (Less than Significant)**

Historical resources are those properties that meet the definitions in Section 21084.1 of the CEQA statute and Section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources (California Register) or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources.

Under CEQA Guidelines section 15064.5(b), a significant impact would occur if the project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance.”<sup>26</sup> Under these provisions, the significance of a historical resource would be materially impaired—that is, a significant impact would occur—if the project would result in physical demolition, destruction, relocation, or alteration of the resource (which would be considered *direct impacts* of the project) or its immediate surroundings.

For resources of the historic built environment—that is, historic buildings, structures, features, districts and landscapes—adverse effects may include substantial changes in the setting of the resource or changes at the project site that would introduce visually incompatible elements into the setting of adjacent significant historic built environment features. These would be considered *indirect impacts* of the project.

For locations with a potential for buried archaeological resources, the presence of which often cannot be detected prior to construction, it may be necessary to assume that there is a potential for significant archaeological impacts, and to include in the project mitigation measures to address such impacts in the event that a resource is discovered during project construction.

The project site includes two adjacent parcels. The 214 Van Ness Avenue building is currently occupied by a two-story stucco-clad masonry building constructed in 1917. The 200 Van Ness Avenue building is occupied by a three-story, stucco-clad reinforced concrete building constructed in 1909. For the first 35 years of its existence, the 200 Van Ness Avenue building housed automobile-related (sales, repair, a technical school) and miscellaneous other businesses. The building was converted into an apartment building in 1944. The 214 Van Ness Avenue building has had a similar history of uses. It housed predominantly automotive businesses up to the 1950s, at which point insurance companies also took up occupancy. The Rose Resnick Lighthouse for the Blind occupied the building in 1993, and remained there until 2014; according to the project sponsor, the building has been vacant since that time.

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<sup>26</sup> CEQA Guidelines 15064.5(b).

Neither building has been included on any prior historic resource survey or listed on any local, state or national registries. Prior to assessment for the current project, the buildings were considered "Category B" properties (Properties Requiring Further Consultation and Review) for the purposes of the Planning Department's CEQA review procedures because both are greater than 45 years in age and neither had been evaluated previously. As part of this environmental review, both existing buildings on the project site were evaluated by an architectural historian in Historical Resources Evaluations,<sup>27</sup> and subsequently, Planning Department staff assessed project impacts in an Historical Resources Evaluation Response.<sup>28</sup> Both HREs concluded that neither of the existing buildings qualifies as a historic resource or contributes to the significance of the adjacent historic district, for the reasons detailed below. The HRE further concluded that the proposed project would not have a significant impact on the adjacent Civic Center Historic District. The findings of these reports are summarized below.

The project site is located directly across Van Ness Avenue and Dr. Tom Waddell Place from the boundary of the locally-listed Civic Center Historic District, a significant collection of City Beautiful Movement buildings. The Civic Center district is also listed on the National Register of Historic Places and is a National Historic Landmark District; however, the boundary of the federally-listed district jogs northeast approximately one half block from the project site and does not reach as far south as the locally listed district. The historic district's central focus is City Hall, located one block north of the project site along Van Ness Avenue.<sup>29</sup> The project also is adjacent to the Civic Center Historic District Cultural Landscape.<sup>30</sup> Survey to define that landscape included the block on which the project site is located. However, that inventory concluded that only the 1915-1936 single-pendant street lights and a run of granite curb along Van Ness Avenue are considered to be character-defining features of the Civic Center Cultural Landscape.

The properties on the project site are located at the western end of a block bordered on two sides by the boundaries of the locally-designated historic district. The closest buildings within the locally designated historic district are the noncontributing 234 Van Ness Avenue, a three-story masonry building originally built in 1911 and subsequently altered in a vernacular modern idiom; the noncontributing Louise M. Davies Symphony Hall, a four-story institutional building at 201 Van Ness Avenue, built in 1980, located directly across Van Ness Avenue from the project site; and, diagonally across the intersection of Van Ness and Hayes, the contributing former High School of Commerce at 135 Van Ness Avenue, constructed in 1926. City Hall, a centerpiece of both the locally- and nationally-designated historic districts and an individual local landmark under Article 10 of the Planning Code, is located on Van Ness Avenue one half block to the north of the project site.

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27 Garavaglia Architecture, Inc. 2016. *200 Van Ness Avenue, San Francisco, CA, Historic Resource Evaluation- Draft*, July 21.

28 Jorgen Cleemann, San Francisco Planning, 2017, *Historic Resource Evaluation Response, 200 and 214 Van Ness Avenue*. November 7.

29 City of San Francisco Board of Supervisors., 1994, *Amendment to Article 10 of the City Planning Code by Adding Appendix J Designating the SF Civic Center Historic District*. File No. 115-94-10, Ordinance No. 413-94.

30 MIG, 2015, *San Francisco Civic Center Historic District Cultural Landscape Inventory*, Final Draft June, 2015. Amended and Adopted by San Francisco Planning Historic Preservation Commission, 2015.

Because of their historical uses and their location on Van Ness Avenue, the HRE considered the potential historical significance of 200 and 214 Van Ness also in the context of the historical automobile sales and services district that developed in this area subsequent to the 1906 earthquake and fire. Although the auto row district has largely ceased to function in this automobile-related capacity, many buildings with clear associations with this period of development remain. The auto row inventory included but did not evaluate the significance of the 214 Van Ness Avenue building, and did not include the 200 Van Ness Avenue building.

Research for the current evaluation revealed no evidence that either building has significant associations with the development of the adjacent Civic Center Complex, or with the growth of the automotive sales and servicing industry along Van Ness Avenue. In spite of their proximity to the Civic Center, it does not appear that either building was constructed as part of the Civic Center complex or housed government offices or civic institutions during the historic period; and although both housed automotive businesses for some portion of their existences, research shows that neither building is particularly important or notable within the context of the historical development of the automotive sales and servicing sector in San Francisco. Neither 200 nor 214 Van Ness Avenue contributes to any identified or potential historic districts. In addition, neither building appears to have been associated with any person significant in history. Neither building is a particularly notable example of its architectural type or a notable work of its architect; nor does either represent a rare or unknown construction type. For these reasons, neither of the buildings on the project site qualifies as a historical resource under any of the CEQA significance criteria and the project therefore would not have a direct impact on a historic resource.

The proposed project development also would not have a significant indirect impact on the adjacent historic district. Consistent with the adopted Civic Center Architectural Design Guidelines,<sup>31</sup> the height and massing of the proposed building would be compatible with the scale of other existing buildings that frame the district. While the new construction would be taller than buildings within the district, it would not overwhelm adjacent district contributors, which are monumental in scale and physically substantial in appearance and design. Based on the Department's review of project plans and architectural renderings of the proposed new building, the project building's height and massing would not overwhelm City Hall or diminish its predominance within the Civic Center, but would function appropriately as a background building. It would not distract from or compete with City Hall's visual predominance or affect the architectural character of City Hall or the Civic Center. The proposed light-colored finish of the new project building would relate well to the light-colored masonry cladding found throughout the district, and would complement the shared design features, to create a building with a design that is recognizably contemporary but also referential to the historical architecture, and that facilitates the visual transition into the adjacent historic district. While the proposed new

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31 American Institute of Architects, San Francisco Chapter, 1987, *The San Francisco Civic Center: A Study in Urban Form*. October. Available online at: <http://commissions.sfplanning.org/hpcpackets/2016-007523COA.pdf>, pages 6-21. Accessed November 14, 2017.

building would partially block views of City Hall from points farther south on Van Ness Avenue, this change in views would occur only along a short stretch of the street, primarily for northbound drivers, and the more complete views of City Hall from Van Ness Avenue north of the project site would be unchanged. Therefore the proposed project is not anticipated to result in an adverse indirect aesthetic effect on off-site historical resources.

The impact of the project with respect to historic resources of the built environment therefore would be less than significant.

**Impact CR-2: The proposed project could cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5. (Less than Significant with Mitigation)**

In San Francisco, archaeological resources most frequently are found in buried contexts, due both to the historic ecology of San Francisco, which was characterized by shifting sand dunes and changing shorelines, and to the city's long history of urban development and redevelopment. From the nineteenth century onward, historical development in San Francisco included both extensive artificial landfill in the shallow coves and marshes of San Francisco Bay. Mass grading and landfill also was carried out after the devastating 1906 earthquake and fire, to remove and dispose of rubble so that reconstruction could begin. To assess the potential for archaeological impacts, it is first necessary to assess the potential for archaeological resources to have been present at the project location, based on knowledge of the historic and prehistoric natural setting and the history of land use at the site and in the vicinity; then, to assess the potential for archaeological features to have survived subsequent development; and, finally, to assess whether resources that might be present would be affected by the project's construction-related ground disturbance.

In San Francisco, prehistoric archaeological resources, including those that have been artificially redeposited, are assumed to be significant under the California Register criteria discussed above because of the rarity of such deposits and the degree to which the prehistoric record has been degraded by past development: it is assumed that, unless demonstrated otherwise, any prehistoric deposit has the potential to provide information important to San Francisco's prehistoric record. Historic-period archaeological deposits most often are significant for information potential if they can be associated with a specific period and activity (such as the operations of a nineteenth century business) or with a specific family or group. The assessment of the resource's significance, however, cannot be made until the buried resource is uncovered and investigated. The discussion below therefore addresses only the potential for the project to encounter archaeological resources. For impact assessment purposes, it is assumed that any archaeological resource that may be encountered is potentially significant. The actual significance of any such resource would be assessed upon discovery.

The proposed project would include excavation to approximately 38 feet below ground surface for construction of basement level development space. A Planning Department staff archaeologist

conducted a preliminary archaeological review of the project to assess the potential for archeological resources to be encountered during project excavations.<sup>32</sup> This review determined that, although no previous archaeological investigations have occurred on the project site and no archaeological resources have been previously identified at the project site, project development potentially could expose California Register-eligible prehistoric and/or historic-era archaeological resources and/or prehistoric human remains, as detailed below.

**Historic Archaeological Resources.** Structures had been constructed on the project block and probably the project site by 1869, as shown on the United State Coast Survey map dated that year.<sup>33</sup> The 1886 and 1899 Sanborn fire insurance maps (Volume 2, Sheet 46; Volume 1, Sheet 96)<sup>34</sup> evidence extensive late nineteenth century development and later redevelopment of the project site and block, including multiple residences, saloons and commercial buildings. As would be typical of this development period, depositional features such as wells, pit privies or waste deposit features might also be present on the lot. The pre-1906 structures on the project parcels and all adjacent development were destroyed in the 1906 earthquake. Rubble from the destruction was off-hauled or incorporated into the underlying sandy soils on the project site.

The project site at present is fully occupied by two existing post-earthquake buildings. While it is likely that the development and redevelopment of the project site during the historic period disturbed or obscured any prehistoric resources that may have been present near the pre-1906 surface, the post-earthquake buildings on the site do not include basements; therefore, historic deposits or features associated with the pre-earthquake development may survive beneath the existing buildings, and could be encountered during project excavations. Historic deposits or features that could be present on this site have the potential to provide information about the lives of the Civic Center area's nineteenth century residents and the earliest historic development of this area, and therefore could be historically significant.

**Prehistoric Archaeological Resources.** Prehistorically, and prior to historic-period development, the project site was characterized by shifting sand dunes. Ecological data obtained during geotechnical coring and archeological investigations in the immediate vicinity<sup>35</sup> indicate that small freshwater pools with wetland plants such as tule reeds (a plant valued and extensively used by local Native Americans) were present intermittently in the project vicinity between approximately 3,500 and 800 years ago.<sup>36</sup> Historically, although the closest fresh water source (Mission Creek) was more than half a mile distant, tidally-influenced San Francisco Bay marshes

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32 Morgan, Sally, San Francisco Environmental Planning Department, 2017, *Preliminary Archaeological Review, 200-214 Van Ness Avenue*. September 14. Held confidential to protect sensitive archaeological information.

33 U.S. Coast Survey. Benjamin Peirce, Superintendent, 1869, *San Francisco Peninsula. U.S. Coast Survey map*. Available online at: <http://www.davidrumsey.com/maps407.html>. Accessed November 1, 2017.

34 Sanborn Map and Publishing Company, 1886 (Volume 2) and 1899 (Volume 1), *Insurance maps of San Francisco, California*. On file at City of San Francisco Environmental Planning Division.

35 AECOM, 2017, *Confidential Draft Final Archaeological Resources Report, Development Project (Case No. 2013.0973E) at 150 Van Ness Avenue (Block 0814m Lots 001, 014, 015, and 021), San Francisco, California*. September. On file at the Planning Department, Case No. 2013.0973E.

36 Ibid.



reached to within about 1,900 feet of the project site; prehistorically, extensive marshes also were present nearby. Prehistoric sites in San Francisco and elsewhere are frequently found in association with such marshes, which are particularly rich ecological niches. Suspected marsh deposits were encountered at a depth of about 20 feet in geotechnical coring at the project site, and similar vernal pool deposits could be present at various depths. The sensitivity of the project site for prehistoric archaeological resources therefore appears to be moderate to high.

In summary, while the potential for survival of near-surface prehistoric resources that could be encountered during project excavations may be low based on the history of nineteenth century development, there is a potential for previously near-surface prehistoric materials to be present under the earthquake fill, as redeposited material in the historic fill, or in association with wetland deposits in the pre-development sand dunes. There also is a potential to encounter deeply-buried prehistoric deposits during deep project excavations.<sup>37</sup>

**Impacts.** In summary, because the proposed project would require excavation to a depth of 38 feet in area with moderate to high potential for prehistoric use and known historic-period use, project ground-disturbing activities would have the potential to encounter and to affect previously undocumented potentially California Register-eligible resources. If either prehistoric or historic archaeological resources were encountered, they would be assumed to represent significant archaeological resources under CEQA, pending further investigation. The project therefore could result in significant impacts to both historic-period and prehistoric archaeological resources. The implementation of **Mitigation Measure M-CR-2, Archeological Testing**, below, would ensure that resources that might be present would be identified and appropriately assessed and, if determined to be significant, would be subject to archaeological investigation to recover an adequate sample of the information represented by the resource. With the incorporation **Mitigation Measure M-CR-2, Archeological Testing**, the project's potential impact to archaeological resources would be less than significant.

#### **Mitigation Measure M-CR-2, Archeological Testing**

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational San Francisco Environmental Planning Department Qualified Archaeological Consultants List maintained by the Planning Department archaeologist. The project sponsor shall contact the department archeologist to obtain the names and contact information for the next three archeological consultants on the list. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports

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<sup>37</sup> For example, a human skeleton dating to more than 5,000 years old was found deeply buried in a marsh deposit during BART construction excavations near the Civic Center station; Ibid., Footnote 35.

prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines sections 15064.5 (a) and (c).

*Consultation with Descendant Communities:* On discovery of an archeological site<sup>38</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>39</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

*Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan. The archeological testing program shall be conducted in accordance with the approved testing plan. The testing plan shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

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38 By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

39 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

*Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the monitoring program reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource.
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits.
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

*Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan. The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the data recovery program prior to preparation of a draft data recovery plan. The archeological consultant shall submit a

draft data recovery plan to the ERO. The data recovery plan shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the data recovery plan will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the archeological data recovery program shall include the following elements:

- Field methods and procedures: descriptions of proposed field strategies, procedures, and operations;
- Cataloguing and laboratory analysis: description of selected cataloguing system and artifact analysis procedures.
- Discard and deaccession policy: description of and rationale for field and post-field discard and deaccession policies.
- Interpretive program: consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- Security measures: recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- Final report: description of proposed report format and distribution of results.
- Curation: description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, who shall appoint a Most Likely Descendant (California Public Resources Code section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and most likely descendant shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of a most likely descendant. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by

the archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance.

*Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the final report shall be distributed as follows: California Archaeological Site Survey Northwest Information Center shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the final report to the information center. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the final report along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

**Impact CR-3: The proposed project could disturb human remains, including those interred outside of formal cemeteries (Less than Significant with Mitigation)**

There are no known human remains in the immediate vicinity of the project site. The closest known human remains include a deeply buried prehistoric skeleton discovered at a depth of 70 feet below surface in BART excavations near the Civic Center in 1969; and historic-period burials associated with a cemetery once located in the area of the Asian Art Museum in Civic Center. There is the potential for project excavations to encounter human remains in the context of prehistoric archaeological deposits, or in isolation, in sediments dating to the prehistoric period. No historic burials would be expected to be present.

In the event that construction activities encounter human remains within the project area, damage to these remains would be considered a significant impact. With implementation of **Mitigation Measure M-CR-3, Inadvertent Discovery of Human Remains**, below, the impact of the proposed project would be mitigated to a less-than-significant level.

**Mitigation Measure M-CR-3, Inadvertent Discovery of Human Remains**

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and the ERO, and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (Public Resources Code Section 5097.98). The archeological consultant, project sponsor, ERO, and most likely descendant shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and

associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

**Impact CR-4: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074. (Less than Significant with Mitigation)**

CEQA section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in CEQA section 21074, tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and that are listed, or determined to be eligible for listing, on a national, state, or local register of historical resources. Pursuant to CEQA section 21080.3.1, on September 14, 2017, the Planning Department requested consultation with Native American tribes regarding the potential for the proposed project to affect tribal cultural resources. The department received no response concerning the proposed project from any representative of a Native American tribe.

Based on the background research, there are no known tribal cultural resources in the project area. However, as discussed above, based on the archeological sensitivity assessment, there is the potential for prehistoric archeological resources with or without human remains to be encountered during construction at the project site. Prehistoric archeological resources may also be considered tribal cultural resources. In the event that construction activities disturb unknown archeological sites that are considered tribal cultural resources, any inadvertent damage would be considered a significant impact. With implementation of **Mitigation Measure M-CR-4, Tribal Cultural Resources Interpretive Program**, below, the proposed project would have a less-than-significant impact on previously unknown tribal cultural resources.

**Mitigation Measure M-CR-4, Tribal Cultural Resources Interpretive Program**

If the ERO determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource constitutes a tribal cultural resource and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.

If the Environmental Review Officer (ERO), in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with

affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

**Impact C-CR-5: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity could result in cumulative impacts to historic resources. (Less than Significant)**

As the buildings on the project site, which would be demolished, are not historically significant, the proposed project would have no direct impact on historic resources. While there is a potential for other development to the proposed in the Civic Center vicinity that, cumulatively, could affect the setting of the historic district over time, the historic district would be protected to the extent feasible by the City's review processes and the requirements for compliance with protective architectural guidelines. Nevertheless, there is potential that a cumulative impact to the built environment historic resources could be significant for projects that cannot mitigate such impacts to a less-than-significant level (for example, for projects that propose to demolish historical resources). As discussed above, the project's impacts with respect to the setting of the adjacent Civic Center Historic District have been subject to design review and the project's mass and design are consistent with the protection of the historic district's character. Therefore, the project's contribution to the potential significant cumulative impact would not be cumulatively considerable.

**Impact C-CR-6: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity could result in cumulative impacts to archeological resources, tribal cultural resources, and human remains. (Less than Significant with Mitigation)**

Archeological resources, tribal cultural resources, and human remains are non-renewable resources of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases, either through project redesign or by requiring that the scientific data present within an archeological resource be archeologically recovered. As discussed above, the proposed project could have a significant impact related to archeological resources, tribal cultural resources, and disturbance of human remains. The project's impact, in combination with other projects in the area that would also involve ground disturbance, and that also could encounter previously recorded or unrecorded archeological resources, tribal cultural resources, or human remains, could result in a significant cumulative impact. However, the same archaeological sensitivity analysis process that was applied to the current project also applies to most other development

projects in San Francisco. For each project assessed through this process as being located in an archaeologically sensitive location, and as having the potential to disturb soils that could contain archaeological resources, the same suite of mitigation measures identified above would be applied. The implementation of these measures for each project ensures that resources that are encountered are appropriately identified and assessed, and protected where feasible; and that any significant resource would be subject to respectful and appropriate treatment and to data recovery to preserve important information from the resource, to enhance our understanding of the area's history and prehistory.

It is conservatively assumed that, without incorporation of any mitigation measures, in combination with other nearby projects, the proposed project has the potential to result in cumulative impacts related to archeological resources, human remains and tribal cultural resources, and that it would make a considerable contribution to these impacts. However, with incorporation of **Mitigation Measures M-CR-2, M-CR-3, and M-CR-4**, the Planning Department's project review procedures would be implemented to reduce these impacts to a less-than-significant level. Thus, with incorporation of mitigation measures above, the project's potential contribution to the potentially significant cumulative impact would be reduced to a less-than-significant level and would not be cumulatively considerable.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>4. TRANSPORTATION AND CIRCULATION — Would the project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would not result in a change in air traffic patterns, and would therefore not cause substantial air traffic safety risks. Therefore, topic 4.c is not applicable to the project. The following discussion is based on the information provided in the transportation impact study prepared for the proposed project<sup>40</sup> in accordance with the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*.<sup>41</sup>

## PROJECT SETTING

The project site is located in San Francisco's Civic Center neighborhood and is located within a developed city block bounded by Dr. Tom Waddell Place to the north, Polk Street to the east, Hayes Street to the south, and Van Ness Avenue to the west. The site is two blocks north of Market Street, approximately one-half block south of San Francisco City Hall, and across the street from the Davies Symphony Hall. Regional vehicular access to the project site is provided by Interstate 280 (I-280) and Interstate 80 (I-80) to the southeast and U.S. Highway 101 (U.S. 101) to the west. Local streets in the vicinity of the site connect to I-280 and U.S. 101. Local access to the project site is provided by Van Ness Avenue, Hayes Street, and Dr. Tom Waddell Place.

The project vicinity is served by public transit, with local transit service within walking distance and regional transit. Local service is provided by Muni bus and light rail under the direction of SFMTA. Muni provides transit service within the city. Service options include bus (both diesel motor coach and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines, which can be used to transfer to other bus routes and light rail lines. The Muni Van Ness Station serving the J Church, K/T Ingleside/Third, L Taraval, M Ocean View, and N Judah line is located approximately 810 feet south of the project site.

Regional service to the East Bay and south of San Francisco is provided by Bay Area Rapid Transit (BART). The project site is located approximately 0.3 miles northwest of the Civic Center BART station. Service to and from the South Bay/Peninsula is provided by the Peninsula Corridor Joint Powers Board via Caltrain with the nearest station, the San Francisco Station (King Street and 4th Street), located approximately 1.5 miles southeast of the project site. In addition, the Alameda-Contra Costa County Transit District and the Golden Gate Bridge Highway and

<sup>40</sup> LCW Consulting, 2017, *200-214 Van Ness Avenue Transportation Impact Study*, San Francisco, CA. December 5.

<sup>41</sup> San Francisco Planning Department, 2002, *Transportation Impact Analysis Guidelines for Environmental Review*. Available online at: <http://sf-planning.org/transportation-impact-analysis-guidelines-environmental-review-update>. Accessed November 1, 2017.

Transportation District provide bus service to the East Bay and North Bay, respectively. These services are generally routed through the Transbay Terminal, located approximately 1.8 miles northeast of the site. Golden Gate transit routes run along Van Ness Avenue north of the site (the closest stop is on McAllister Street at Polk Street. Golden Gate Transit and Water Emergency Transportation Authority (WETA) ferries run from the terminal at the Ferry Building located on The Embarcadero near Market Street (about 2.0 miles northeast of the project site).

Adjacent to the project site, sidewalks widths are 15 feet 5 inches wide on Van Ness Avenue, 12 feet 2 inches wide on Hayes Street, and between 3 feet 4 inches and 6 feet 10 inches wide on Dr. Tom Waddell Place. On the north side of Dr. Tom Waddell Place, the sidewalk width is 6 feet 11 inches for the entire length between Polk Street and Van Ness Avenue. Pedestrian crosswalks and ADA-access curb ramps are provided at the signalized intersections at Van Ness Avenue at Hayes Street and at Grove Street. Pedestrian signals, including countdown signals, are provided at the signalized intersections in the vicinity of the project site; however, pedestrian signals are not provided on Van Ness Avenue for pedestrian crossings across Van Ness Avenue.

The Van Ness Improvement Project, which includes construction of the Van Ness Bus Rapid Transit (BRT), is currently under construction and will be completed in 2019. As part of that project, two travel lanes will be provided on Van Ness Avenue in each direction, separated by median transit-only lanes. The proposed project's was designed considering the final configuration of the Van Ness BRT project.

Both Van Ness Avenue and Hayes Streets have been designated a Vision Zero Corridor and fall on the Vision Zero High Injury Network for pedestrians on Hayes Street and all users on Van Ness Avenue. The City and County of San Francisco adopted Vision Zero in 2014. Vision Zero is a road safety policy focused on eliminating traffic deaths in San Francisco by 2024.

### *Vehicle Miles Traveled in San Francisco and Bay Area*

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower vehicle miles traveled (VMT) ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (the transportation authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010–2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area’s actual population, who make simulated travel decisions for a complete day. The transportation authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the transportation authority uses trip-based analysis, which counts VMT from individual trips to and from the project (as opposed to an entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.

### *Project Travel Demand*

The project site is currently occupied by two buildings: 200 Van Ness Avenue containing 27 residential dwelling units, and 214 Van Ness Avenue containing about 12,400 gsf of office space that was vacated in 2016 (previously used by Lighthouse for the Blind and Visually Impaired). The proposed project includes 27 replacement residential units (existing tenants occupying these units would be temporarily relocated during construction), and therefore, the project travel demand estimates do not include the 27 existing dwelling units (i.e., the proposed project’s residential unit travel demand is only for the three new units that would be provided in the building for Conservatory faculty). In addition to the replacement and faculty housing units, the proposed project would include student housing for up to 420 students within 113 units, approximately 45,200 gsf of institutional uses, approximately 4,320 gsf of broadcasting space, and a ground floor restaurant approximately 5,000 gsf.

The proposed project would be part of the existing San Francisco Conservatory campus located at 50 Oak Street, approximately 800 feet (about two blocks) to the south of the proposed project site. The new student housing would provide closer and integrated educational facilities for students, and would replace the need for the Conservatory to lease residential units at the Panoramic located at 1321 Mission Street (at Ninth Street about 1,500 feet southeast of the Conservatory). Currently about 170 of the 400 students enrolled at the Conservatory are housed at the Panoramic. Because the proposed project is a mixed-use building that would serve as an extension of the existing Conservatory campus, the travel demand assumptions were adjusted to account for internalization of uses (e.g., between the students housing and educational space), and that the majority of trips would be walk trips between the existing 50 Oak Street building and the project site.

As shown in **Table 3**, the proposed project would generate 4,049 net-new person-trips on a daily basis, and 425 net-new person-trips during the weekday PM peak hour. During the weekday PM

peak hour, the proposed project would generate 45 net-new person trips by automobile, 72 net-new person-trips by transit, 290 net-new person trips by walking, and 17 person-trips by other modes. In addition, the proposed project would generate 29 net-new vehicle trips during the weekday PM peak hour.

**TABLE 3: PROPOSED PROJECT NET-NEW TRIP GENERATION BY MODE, WEEKDAY DAILY AND PM PEAK HOUR**

Analysis Period/Land Use	Person-Trips					Vehicle Trips
	Auto	Transit	Walk	Other <sup>1</sup>	Total	
<b>Daily</b>	360	685	2,872	132	4,049	238
	PM Peak Hour					
Residential Units (3 faculty units)	0	3	1	0	4	0
Student Housing (416 beds)	4	25	158	1	188	4
Institutional <sup>2</sup>	3	22	74	1	100	3
Restaurant <sup>2</sup>	39	22	57	15	133	22
<b>Total PM Peak Hour Trips</b>	46	72	290	17	425	29

Notes

1. For the residential units and restaurant land uses “Other” mode includes bicycles, motorcycles, and taxis. For student housing and institutional uses, vehicle drop-off by relative or friend, taxi, and TNC vehicle included in auto mode.
2. Travel demand for institutional and restaurant uses includes internal/linked trip reductions. No net new trips are assumed for the proposed 27 replacement housing units, since they would replace the existing 27 housing units on the project site.

Source: *SF Guidelines*, LCW Consulting

## PROJECT IMPACTS

**Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system; would not conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways; and would not conflict with adopted policies, plans or programs regarding public transit, bicycle, pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Less than Significant)**

### *VMT Analysis*

Land use projects may cause substantial additional VMT. The following identifies thresholds of significance and screening criteria used to determine if a land use project would result in significant impacts under the VMT metric.

For residential projects, a project would generate substantial additional VMT if it exceeds the regional household VMT per capita minus 15 percent. For office projects, a project would generate substantial additional VMT if it exceeds the regional VMT per employee minus 15 percent. As documented in the proposed transportation impact guidelines, a 15 percent threshold below existing development is “both reasonably ambitious and generally achievable.” For retail projects, the Planning Department uses a VMT efficiency metric approach for retail projects: a project would generate substantial additional VMT if it exceeds the regional VMT per retail employee minus 15 percent. This approach is consistent with CEQA Section 21099 and the thresholds of significance for other land uses recommended in OPR’s proposed transportation impact guidelines. For mixed-use projects, each proposed land use is evaluated independently, per the significance criteria described above.

OPR’s proposed transportation impact guidelines provides screening criteria to identify types, characteristics, or locations of land use projects that would not exceed these VMT thresholds of significance. OPR recommends that if a project or land use proposed as part of the project meets any of the below screening criteria, then VMT impacts are presumed to be less than significant for that land use and a detailed VMT analysis is not required. These screening criteria and how they are applied in San Francisco are described below:

- **Map-Based Screening for Residential, Office, and Retail Projects.** OPR recommends mapping areas that exhibit where VMT is less than the applicable threshold for that land use. Accordingly, the transportation authority has developed maps depicting existing VMT levels in San Francisco for residential, office, and retail land uses based on the SF-CHAMP 2012 base-year model run. The planning department uses these maps and associated data to determine whether a proposed project is located in an area of the city that is below the VMT threshold.
- **Small Projects.** OPR recommends that lead agencies may generally assume that a project would not have significant VMT impacts if the project would either: (1) generate fewer trips than the level required for studying consistency with the applicable congestion management program; or (2) where the applicable congestion management program does not provide such a level, fewer than 100 vehicle trips per day. The transportation authority’s 2015 San Francisco Congestion Management Program does not include a trip threshold for studying consistency. Therefore, the planning department uses the 100 vehicle trip per day screening criterion as a level at which projects generally would not generate a substantial increase in VMT.
- **Proximity to Transit Stations.** OPR recommends that residential, retail, and office projects, as well as projects that are a mix of these uses, proposed within 0.5 miles of an existing major transit stop (as defined by CEQA Guidelines section 21064.3) or an existing stop along a high quality transit corridor (as defined by CEQA Guidelines section 21155) would not result in a substantial increase in VMT. However, this presumption would not apply if the project would: (1) have a floor area ratio<sup>36</sup> of less

than 0.75; (2) include more parking for use by residents, customers, or employees of the project than required or allowed, without a conditional use; or (3) is inconsistent with the applicable sustainable communities strategy.

The existing average daily VMT per capita for the transportation analysis zone the project site is located in, TAZ 647, is below the existing regional average daily VMT. In TAZ 647, the average daily VMT per capita for residential uses is 2.5, which is about 86 percent below the existing regional average daily VMT per capita for residential uses of 17.2; the average daily work-related VMT per employee for office uses is 7.6, which is about 60 percent below the existing regional average daily work-related VMT per employee of 19.1; and, the average daily retail VMT per employee is 8.1, which is about 46 percent below the existing regional average daily retail VMT per employee of 14.9. The institutional (i.e., educational and performance uses) uses are anticipated to function similar to office uses (i.e., students versus employees), and therefore, the office land use VMT was determined to be applicable to the proposed project.

Therefore, the project site is located within an area of the city where the existing VMT is more than 15 percent below the regional VMT, and the proposed project land uses would not generate substantial additional VMT. Furthermore, the project meets the proximity to transit stations screening criterion, which also indicates that the proposed project's uses would not cause substantial additional VMT.

### *Induced Automobile Travel Analysis*

Transportation projects may substantially induce additional automobile travel. The following identifies thresholds of significance and screening criteria used to determine if transportation projects would result in significant impacts by inducing substantial additional automobile travel. Pursuant to OPR's proposed transportation impact guidelines, a transportation project would substantially induce automobile travel if it would generate more than 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to achieve California's long-term greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030.

OPR's proposed transportation impact guidelines include a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types of projects (including combinations of types) described below, then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

- Active Transportation, Rightsizing (aka Road Diet), and Transit Projects:
  - Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling.
- Other Minor Transportation Projects:
  - Removal of off-street or on-street parking spaces; and,

- Adoption, removal or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and referential/reserved parking permit programs).

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. These features include sidewalk widening, removal of on-street vehicle parking, realignment of travel lanes, and on-street commercial loading spaces and a passenger loading/unloading zone. These features fit within the general types of projects identified above that would not substantially induce automobile travel. Therefore, proposed project impacts related to induced automobile travel would be less than significant.

### *Transit Facilities*

The proposed project would generate about 72 transit trips (35 inbound to the project site and 37 outbound from the project site) during the PM peak hour. Based on the location of the project site and the origins and destinations of the students, residents, employees and visitors of the proposed project, under existing plus project conditions, it was assumed that 52 of the 72 PM peak hour transit trips would utilize Muni routes (i.e., trips within San Francisco). Trips to and from the East Bay (13 PM peak hour trips) and South Bay (4 PM peak hour trips) would take BART at the Civic Center station, and trips to the North Bay (3 PM peak hour trips) would take Golden Gate Transit routes on Van Ness Avenue.

**Muni Corridor Analysis.** Because the project site is not located within the downtown core, the Muni downtown screenline analysis is not applicable for the proposed project analysis (i.e., downtown screenline analysis assesses conditions for trips leaving the downtown core during the PM peak hour). Instead, the Muni routes serving the vicinity of the project site were grouped into two corridors, for both directions of travel on the corridor, and the capacity utilization at the maximum load point for each direction of travel was determined. **Table 4** presents the weekday PM peak hour capacity utilization for the north/south and east/west corridors for Existing and Existing plus Project conditions. As a conservative assumption, all transit trips with origins or destinations within San Francisco were assigned to the corridor analysis, although some of them may not be on the transit vehicle at the maximum load point.

**TABLE 4. MUNI CORRIDOR ANALYSIS—WEEKDAY PM PEAK HOUR  
CAPACITY UTILIZATION**

<b>Corridor/ Direction of Travel</b>	<b>Existing Capacity Utilization</b>	<b>Project Trips</b>	<b>Existing plus Project Capacity Utilization</b>
North/South Corridor <sup>1</sup>			
Northbound	51.8%	7	52.2%
Southbound	47.5%	7	48.0%
East/West Corridor <sup>2</sup>			
Eastbound	51.7%	19	51.9%
Westbound	99.5%	19	99.7%

Notes

1. The North/South corridor includes the 19 Polk, 47 Van Ness and the 49 Van Ness-Mission routes.
2. The East/West corridor includes the 5 Fulton, 5 Fulton Rapid, 6 Parnassus, 21 Hayes, and 7 Haight-Noriega bus routes, and the F Market, J Church, K Ingleside, L Taraval, M Ocean View, and the N Judah rail lines.

Source: *SFMTA Fall 2015 Baseline Service Data*, 2017, LCW Consulting<sup>42</sup>

During the PM peak hour, the proposed project would add 14 transit trips to the north/south corridor, and 38 transit trips to the east/west corridor (total of 52 PM peak hour transit trips on Muni routes). With the addition of project trips, the capacity utilization at the northbound, southbound, and eastbound corridors would remain at less than the 85 percent capacity utilization standard. The westbound corridor currently operates at more than the 85 percent capacity utilization standard, and therefore the project's contribution was examined to determine if the contribution would be considered significant (i.e., more than 5 percent of ridership on the corridor), and therefore a project impact. The additional 3 trips assigned to the westbound corridor would increase the capacity utilization from 99.5 to 99.7 percent, and the project contribution would not be substantial (19 transit riders out of a total of 9,933 riders = 0.2 percent). The project contribution of 0.2 percent would not be considered a significant project impact.

**Regional Transit Screenline Analysis.** The analysis of regional transit screenlines assesses the effect of project-generated transit-trips on transit conditions in the outbound direction (i.e., away from downtown San Francisco and the project site) during the weekday PM peak hour. Based on the origins/destinations of the transit trips generated by the proposed project, the regional transit trips were assigned to the three regional transit screenlines. **Table 5** presents the Existing plus Project screenline analysis for the regional transit carriers for the PM peak hour.

<sup>42</sup> Ibid. Footnote 40, above.



**TABLE 5. REGIONAL TRANSIT SCREENLINE CAPACITY UTILIZATION ANALYSIS—  
WEEKDAY PM PEAK HOUR**

<b>Screenline/ Operator</b>	<b>Existing Ridership</b>	<b>Project Trips</b>	<b>Existing plus Project Ridership</b>	<b>Capacity</b>	<b>Capacity Utilization with Project</b>
East Bay					
BART	24,488	6	24,494	22,784	107.5%
AC Transit	2,256	1	2,257	3,926	57.5%
Ferries	805	0	805	1,615	49.9%
<i>Subtotal</i>	27,549	7	27,556	28,325	97.3%
North Bay					
GGT buses	1,384	1	1,385	2,817	49.2%
GGT ferries	968	1	969	1,959	49.5%
<i>Subtotal</i>	2,352	2	2,354	4,776	49.3%
South Bay					
BART	13,500	1	13,501	18,900	71.4%
Caltrain	2,377	1	2,378	3,100	76.7%
SamTrans	141	0	141	320	44.1%
<i>Subtotal</i>	16,018	2	16,020	22,320	71.8%
<b>Total All Screenlines</b>	45,919	11	45,930	55,421	82.9%

Source: SF Planning Department, LCW Consulting.

During the weekday PM peak hour there would be 7 transit trips destined to the East Bay, 2 trips to the North Bay, and 2 trips to the South Bay. In general, the addition of the 11 project-related passengers would not have a substantial effect on the regional transit providers during the weekday PM peak hour. During the PM peak hour overall regional screenlines would operate under 100 percent capacity utilization. However, during the PM peak hour, BART to the East Bay would continue to operate at more than 100 percent capacity utilization. The additional 6 trips assigned to BART to the East Bay would not change the existing capacity utilization of 107.5 percent, and the project contribution would not be substantial (6 transit trips out of a total of 24,494 trips = 0.03 percent). Therefore, these contributions to a regional screenline would not be considered a significant impact.

**Transit Operations.** The proposed project does not propose any driveways on Van Ness Avenue or Hayes Street, and there are no bus stops adjacent to the project site. Therefore, the proposed project would not conflict or delay transit vehicles operating on Van Ness Avenue (47 Van Ness and 49 Van Ness-Mission) and Hayes Street (21 Hayes). In addition, the proposed passenger loading/unloading zone on Van Ness Avenue, and bulbout and two metered commercial loading

spaces on Dr. Tom Waddell Place would not substantially affect traffic operations of nearby streets and intersections in the vicinity of the project site as to affect transit operations on Van Ness Avenue. As noted above, the Van Ness BRT project is currently being constructed, and upon completion, both the 47 Van Ness and 49 Van Ness-Mission will operate within the exclusive median BRT lanes and the curb bus stops will be eliminated.

Because the proposed project would not substantially affect the capacity utilization of the local and regional transit routes, and would not affect the operations of the adjacent and nearby Muni bus routes, transit impacts of the proposed project would be less than significant.

### *Pedestrian Facilities*

Pedestrian access to the residential and institutional uses would be at the lobby entrance doors located on Van Ness Avenue. The proposed restaurant uses would be accessed from Dr. Tom Waddell Place and from within the building lobby. The proposed project would not change the width of the sidewalks adjacent to the project site on Van Ness Avenue (15 feet 2 inches wide) or on Hayes Street (12 feet 2 inches wide). These sidewalks meet the minimum and recommended sidewalk width in the *Downtown Streetscape Plan*. The proposed project includes increasing the sidewalk width on Dr. Tom Waddell Place adjacent to the project site from 6 feet 10 inches to 12 feet for about 58 feet in length, and from 3 feet 4 inches to 6 feet for about 51 feet. The wider sidewalk would meet the *Better Streets Plan* recommended width, and would provide for pedestrian access to the ground floor restaurant use, pedestrian visibility to drivers, reduce travel speeds, and enhance pedestrian circulation and safety.

During the weekday PM peak hour, the new uses would add about 556 new pedestrian trips to the sidewalks and crosswalks in the vicinity of the proposed project (including about 68 trips destined to and from the transit routes, 43 trips to off-site parking facilities, and 445 walk/other trips). The majority of the pedestrian trips generated by the proposed project would travel between the project site and the Conservatory at 50 Oak Street, and therefore most pedestrian trips would be added to the Van Ness Avenue sidewalk and crosswalks. The new pedestrian trips would not substantially affect the sidewalk or crosswalk conditions in the project vicinity. Based on field observations conducted in September 2017, sidewalks in the project vicinity operate at acceptable levels of service and could accommodate additional pedestrians without substantially affecting pedestrian flows. The proposed streetscape changes on the Van Ness Avenue sidewalk (i.e., removal of three existing planter boxes) would facilitate access between the proposed curb passenger loading/unloading zone and the project site. In addition, the proposed widening of the sidewalk on Dr. Tom Waddell Place adjacent to the project site would enhance pedestrian conditions and accessibility to the site.

The proposed project would not include on-site vehicle parking or any driveways into the project site, and the number of vehicle trips generated by the project land uses would be limited (29 net-new vehicle trips during the PM peak hour). The sidewalk widening on Dr. Tom Waddell Place would require elimination of about six on-street parking spaces on the north side of the street and

shifting the travel lane to the north side of the street. These changes would not result in potentially hazardous conditions to pedestrians walking along or across Dr. Tom Waddell Place.

Overall, while the addition of project-generated pedestrian trips would incrementally increase pedestrian volumes on adjacent streets, the additional trips would not substantially affect pedestrian flows, and the project's streetscape changes and additional vehicle trips generated by the proposed land uses would not create potentially hazardous conditions, or interfere with pedestrian accessibility, and the proposed project impacts on pedestrians would be less than significant.

### *Bicycle Facilities*

A total of 164 Class 1 bicycle parking spaces would be provided for the residential and institutional uses. The 164 Class 1 bicycle parking spaces would be provided within a secure bicycle parking room on the second below grade level that would be accessed from the outside via the building elevators. In addition to the Class 1 bicycle parking spaces, a total of 20 Class 2 bicycle parking spaces would be provided within 10 bicycle racks on Van Ness Avenue (8 racks) and Hayes Street (2 racks), subject to SFMTA approval. The proposed project would also provide 2 showers and 12 lockers, which would be located adjacent on the first below grade level.

The project site is within convenient bicycling distance of residential and commercial uses in the surrounding neighborhoods. As such, it is anticipated that a portion of the trips generated by the proposed project would be bicycle trips (i.e., a portion of the 36 "other" trips during the PM peak hour). The majority of project-generated trips would be by walking and transit, and the number of vehicle trips generated by the proposed project that could potentially conflict with bicycle travel would be limited (e.g., 29 net-new vehicle trips during the PM peak hour).

While Van Ness Avenue is a Vision Zero High Injury Corridor for all users, the proposed project's streetscape design would minimize impacts for bicyclists accessing the project site. The proposed project would not include any curb cuts on either Van Ness Avenue, Hayes Street, or Dr. Tom Waddell Place, and the proposed streetscape changes would not create a new hazard or conflict with bicycling or bicycle accessibility. Implemented and planned projects, such as the Van Ness Improvement Project, Polk Street Streetscape Project, Safer Market Street, and the Better Market Street project are examples of City projects to achieve Vision Zero in the vicinity of the project site. The proposed project would not conflict with these projects.

Overall, although the proposed project would result in an increase in the number of vehicles and bicycles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel or facilities in the area, create potentially hazardous conditions for bicyclist or interfere with bicycle accessibility, and therefore, for the above reasons, impacts to bicyclists would be less than significant.

### *Freight and Passenger Loading*

The proposed project would not include on-site truck loading spaces. Instead, project sponsor would request accommodation of two on-street commercial loading spaces on Dr. Tom Waddell Place adjacent to the project site at the entrances to the on-site loading area. The proposed uses would generate about 26 delivery/service vehicle trips to the project site per day, which correspond to a demand for two loading spaces during the peak hour of loading activities. Thus, the loading demand would be accommodated within the proposed on-street commercial loading spaces on Dr. Tom Waddell Place.

A passenger loading/unloading zone approximately 84 feet in length is proposed on Van Ness Avenue adjacent to the project site. This all-day passenger loading/unloading zone would accommodate up to four vehicles at one time, including taxis and Transportation Network Company vehicles. While it is anticipated that the passenger loading/unloading regulations would be in effect at all times, it would likely be most heavily used prior to and following events at the two performance spaces within the proposed project. The occupancy of the performance venues would be limited to 108 persons within the recital hall on the ground floor and to about 265 persons within the performance hall on the 11th floor. Attendees are anticipated to be Conservatory students, faculty, and staff already on the project site, as well as other students, faculty, and staff, family, friends and other attendees not already on the site. Combined, there would be about 8 to 12 performances per week during the academic year, with potentially heavier use of the space during the months of December, April and May (with about 13 to 20 performances per week). Performances on Mondays through Fridays would typically start at 5 PM, 7:30 PM, or 8 PM, while performances on Saturdays and Sundays would typically start at 2 PM or between 7 and 8 PM.

Residential move-in and move-out activities would occur via the curb adjacent to the project site either from Dr. Tom Waddell Place via the on-street commercial loading spaces, or from Van Ness Avenue via the passenger loading/unloading zone. For the residential replacement housing units, following the initial move-in at completion of project construction, it is not anticipated that there would be a high turnover of residents within the replacement units, and move-in and move-out activities would be generally distributed throughout the year. Replacement housing unit move-in and move-out operations would be accommodated primarily within the on-street commercial loading space(s) on Dr. Tom Waddell Place.

Student move-in and move-out activities are expected to follow the protocol established for the Panoramic student housing at 1321 Mission Street (subsequently described). Move-in and move-out activities would mostly occur before and after the beginning and end of each school year. Because the student housing units would be furnished and the amount of space available for each student limited, the majority of the Conservatory students are anticipated arrive with few possessions. Prior to the beginning of the school year, the student move-in date(s) would be set, and staggered move-in times would be assigned to students. Student move-in and move-out operations would be accommodated primarily within the on-street passenger loading/unloading

zone on Van Ness Avenue. Student volunteers and staff would assist students transport their belongings into the building. The project sponsor anticipates that on move-in days, other activities at the proposed project, such as concerts, would be curtailed or rescheduled to avoid overlap of moving activities and passenger loading/unloading needs of these other activities. Student move-out activities are not anticipated to occur on one specific day. Students that are returning to the student housing would be able to store their items in the building over the summer. Students that would be moving out permanently would generally be required to schedule a move-out on a weekend day or during the weekday evening.

In summary, because the proposed project's loading demand would be accommodated within the proposed on-street commercial loading spaces on Dr. Tom Waddell Place, and passenger loading/unloading zone on Van Ness Avenue, without creating potentially hazardous conditions, the proposed project impacts related to loading would be less than significant.

While the proposed project's loading-related transportation impacts would be less than significant, **Improvement Measure I-TR-1, Residential Move-in and Move-out Plan**, is recommended for consideration by City decision makers to further reduce the proposed project's less-than-significant impacts related to potential conflicts between move-in and move-out operations and pedestrians, transit, and autos. Implementation of this improvement measure would also further reduce the magnitude of the proposed project's less-than-significant loading-related transportation impacts.

**Improvement Measure I-TR-1: Residential Move-in and Move-out Plan**

The project sponsor should develop and implement a Residential Move-in and Move-out Plan that would be distributed to students prior to the "Student Move-in Day," and to new tenants of the replacement housing units as part of their move-in packet. The Plan should include, but not be limited to the following:

- Move-in and move-out activities for both replacement housing and student housing that are conducted by auto or truck should be scheduled with building management.
- To the extent possible, move-in and move-out activities by auto or truck should be scheduled for weekends, or late evenings to avoid conflicts with adjacent street traffic.
- If necessary, building management should request a reserved curbside permit from the SFMTA in advance of move-in or move-out activities by auto or truck.
- Student move-in arrivals should be staggered, and student volunteers and staff should be available to assist students transport their belongings between the vehicle and the building.

The Residential Move-in and Move-out Plan should be reviewed and updated annually by the San Francisco Conservatory of Music, with assistance from the San Francisco Police Department and the SFMTA, to ensure that the process occurs with minimal effect on the adjacent sidewalks and travel lanes.

### *Construction Activities*

Construction of the proposed project would be expected to take approximately 24 months. During this period, temporary and intermittent transportation impacts would result from truck movements to and from the project site during excavation and construction activities associated with the proposed building. Construction activities would generate construction worker trips to and from the project site and a temporary demand for parking and public transit.

Prior to construction, as part of the building permit process, the project sponsor and construction contractor(s) would be required to meet with Public Works and SFMTA staff to develop and review truck routing plans for demolition, disposal of excavated materials, materials delivery and storage, as well as staging for construction vehicles. The construction contractor would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets*, (the Blue Book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required. In addition to the regulations in the Blue Book, the contractor would be responsible for complying with all city, state and federal codes, rules and regulations. The project sponsor would be responsible for reimbursing the SFMTA for all temporary striping and signage during project construction.

Overall, proposed project construction would maintain pedestrian circulation adjacent to the project site, and would not require travel lane closures for extended durations that would disrupt or substantially delay vehicles, including transit, and bicyclists traveling on Van Ness Avenue and Hayes Street. Furthermore, construction activities would be required to meet City rules and guidance so that work can be done safely and with the least possible interference with pedestrians, bicyclists, vehicles and transit, and would therefore not result in potentially hazardous conditions. For the reasons described above, the proposed project's construction-related transportation impacts would be less than significant. However, **Improvement Measure I-TR-2, Construction Management Plan and Public Updates**, is recommended to reduce the less-than-significant construction-related transportation impacts of the proposed project.

#### **Improvement Measure I-TR-2: Construction Management Plan and Public Updates**

The project sponsor or the project sponsor's contractor should comply with the following:

- *Construction Management Plan*—The project sponsor should develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, and manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. Management practices could include: best practices for accommodating pedestrians and bicyclists, identifying routes for construction trucks to utilize, minimizing deliveries and travel lane closures during the

AM (7:30 to 9:00 AM) and PM (4:30 to 6:00 PM) peak periods along South Van Ness Avenue and Mission Street (Monday through Friday).

- *Carpool, Bicycle, Walk, and Transit Access for Construction Workers*—To minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers, such as providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from [www.511.org](http://www.511.org), participating in emergency ride home program through the City of San Francisco ([www.sferh.org](http://www.sferh.org)), and providing transit information to construction workers.
- *Construction Worker Parking Plan*—As part of the Construction Management Plan that would be developed by the construction contractor, the location of construction worker parking could be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking should be discouraged. The project sponsor should provide on-site parking once the below grade parking garage is usable.
- *Project Construction Updates for Adjacent Businesses and Residents*—To minimize construction impacts on access to nearby residences and businesses, the project sponsor should provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice should be distributed by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.

## CONCLUSION

Due to the limited addition of project-related vehicles (approximately 29 PM peak hour vehicle trips), the proposed project is not anticipated to result in a conflict with any established plans or policies related to transportation and circulation. In addition, as discussed above, the proposed project's land uses would meet the VMT map-based screening criteria, and the proposed transportation features would not induce additional automobile travel. Implementation of the proposed project would result in less-than-significant transit, pedestrian, bicycle, loading and construction-related impacts. Therefore, the proposed project would not conflict with any plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system or congestion management program. This impact would be less than significant and no mitigation measures are required.

**Impact TR-2: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves of dangerous intersection) or incompatible uses. (Less than Significant)**

The proposed project would include the construction of a new 12-story building with land uses that are considered a compatible use with the surrounding area. Access to the project site would be primarily from Van Ness Avenue. The proposed project does not include any driveways into the project site, or any features that would be considered a major traffic hazard. The proposed

widening of the sidewalk and a bulbout adjacent to the project site on Dr. Tom Waddell Place is intended to enhance pedestrian safety at this location and would be designed to SFMTA and *Better Streets Plan* requirements. The sidewalk widening would require removal of six metered parking spaces on the north side of the street, however, a 14-foot wide travel lane would be maintained for fire truck access on Dr. Tom Waddell Place.

Therefore, the proposed project would not include sharp curves or other roadway design elements that would create dangerous conditions. The proposed project would result in a less-than-significant impact related to hazards associated with a design feature and no mitigation is required.

**Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)**

Emergency access to the project site would remain largely unchanged from existing conditions. Emergency service providers would continue to access the project site, as well as adjacent buildings, primarily via Van Ness Avenue and Hayes Street. Widening of the sidewalk adjacent to the project site on Dr. Tom Waddell Place (i.e., on the south side of the street) would require removal of the on-street parking on the north side of the street for approximately 132 feet east of Van Ness Avenue, and shifting the westbound travel lane to the north side of the street. However, a travel lane width of 14 feet would maintained (Dr. Tom Waddell is one-way westbound with a 14-foot wide travel lane), which would accommodate emergency vehicle access on Dr. Tom Waddell Place. In addition, the shift of the travel lane to the north side of the street would not affect fire truck turning maneuvers from Dr. Tom Waddell Place westbound onto Van Ness Avenue northbound. Therefore, emergency vehicles on Dr. Tom Waddell Place would continue to travel unimpeded, similar to existing conditions.

The proposed project would include an 84-foot passenger loading/unloading zone on Van Ness Avenue, and two on-street commercial loading spaces on Dr. Tom Waddell Place, both of which could be used by emergency vehicles in case of an emergency. The proposed project land uses would not result in a substantial increase in vehicles on the adjacent streets, and because multiple travel lanes are provided on most streets in the vicinity of the project site, emergency vehicle travel would not be impeded or hindered. For these reasons, the proposed project would not inhibit emergency vehicle access to the project site and vicinity, Therefore, the proposed project's impacts related to emergency access would be less than significant and no mitigation measures would be required.



**Impact TR-4: The proposed project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity or alternative travel modes. (Less than Significant)**

Implementation of the proposed project would replace 27 existing residential units on the project site, and would add 45,000 gsf of institutional space, 113 units of student housing, and three faculty housing units to serve the existing San Francisco Conservatory campus located at 50 Oak Street, approximately 800 feet (about two blocks) to the south of the proposed project site. The new student housing would provide closer and integrated educational facilities for students, and would replace the need for the Conservatory to lease residential units at the Panoramic located at 1321 Mission Street (at Ninth Street about 1,500 feet southeast of the Conservatory). Currently, about 170 of the 400 students enrolled at the Conservatory are housed at the Panoramic. Thus, the proposed project would not substantially increase the population in the project vicinity and would result in a minimum number of new transit, pedestrian, and bicycle trips, as compared to existing conditions. As described above in Impact TR-1, the proposed project would not substantially affect the utilization of local and regional transit service, pedestrian facilities, or bicycle facilities. Therefore, the proposed project would not result in changes in the City's transportation and circulation system that could conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in travel demand that cannot be accommodated by existing or propose transit capacity or alternative travel modes. Furthermore, as discussed in Section C, Compatibility with Existing Zoning and Policies, the proposed project would not conflict with adopted plans, policies, or programs related to alternative modes of travel. Therefore, this impact would be less than significant and no mitigation measures would be required.

**Impact C-TR-1: The proposed project in combination with past, present, and reasonably foreseeable future projects, would not result in substantial cumulative transportation impacts. (Less than Significant)**

#### *Future Changes to the Transportation Network*

Various changes to the transportation network are expected to take effect by the cumulative horizon year 2040. These are summarized below and a detailed description is provided in the transportation impact study prepared for the project.<sup>43</sup>

- **Muni Forward.** Muni Forward (previously referred to as the Transit Effectiveness Project - TEP) presents a thorough review of San Francisco's public transit system, initiated by SFMTA in collaboration with the City Controller's Office. Muni Forward is aimed at improving reliability, reducing travel times, providing more frequent service

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<sup>43</sup> Ibid. Footnote 40.

and updating Muni bus routes and rail lines to better match current travel patterns. Implementation of Muni Forward was initiated in 2015, and components will be implemented based on funding and resource availability. Muni Forward recommendations include new routes and route realignments, increased service frequency and speed on busy routes, and elimination or consolidation of certain routes or route segments with low ridership.

- **Van Ness Bus Rapid Transit (BRT) Project/Van Ness Improvement Project.** The Van Ness BRT project is a program to improve bus service along Van Ness Avenue between Mission and Lombard Streets through the implementation of operational improvements and physical improvements. The project, which is currently under construction, will construct transit-only lanes in each direction of Van Ness Avenue within a median right-of-way. Other physical improvements will include high-quality and well-lit bus stations to improve passenger safety and comfort, and streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations.
- **Polk Street Streetscape Project.** The SFMTA, Public Works, and the San Francisco Public Utilities Commission are implementing streetscape and utility improvements on Polk Street between Union and McAllister Streets. The aim of the project, which is currently under construction, is to create a thriving and active corridor, enhance the pedestrian experience, complement bicycle and transit mobility, and support commercial activities.
- **Better Market Street Project.** San Francisco Public Works, in coordination with the San Francisco Planning Department and the SFMTA proposes to redesign and provide various transportation and streetscape improvements to the 2.2-mile segment of Market Street between Octavia Boulevard and The Embarcadero.

As discussed above, the proposed project does not propose design features that would present traffic safety hazards or create new sources of substantial conflict with existing plus planned traffic circulation. Likewise, none of the various proposed land use and streetscape changes would involve design features that would present traffic safety hazards or create new sources of substantial conflict with existing and projected traffic circulation or emergency vehicle access, or pedestrian and bicycle accessibility in the immediate vicinity of the project site. Both truck and passenger loading demands would be accommodated without creating potentially hazardous conditions, and no cumulative development projects have been identified that would contribute to either commercial vehicle or passenger loading demand on the project block. The project site is located in an area where VMT is estimated to be greater than 15 percent below the projected 2040 regional average, and the proposed project would therefore not result in substantial additional VMT.

However, cumulative transit and construction-related transportation impacts were identified. These cumulative impacts, and the proposed project's contribution to these cumulative impacts are discussed below.

### *Transit Facilities*

As noted above, a number of Muni transit service improvements would be implemented that would increase frequencies and increase capacity of Muni routes serving the project area. However, on some routes cumulative ridership increases due to background growth would increase substantially, and would result in capacity utilization at the maximum load point exceeding Muni's capacity utilization standard of 85 percent. This would be considered a significant cumulative transit impact. The proposed project would add a total of 26 inbound and 26 outbound transit trips that would be distributed to a number of Muni bus routes and light rail lines. The proposed project contributions to any particular route, including the routes those that may exceed the capacity utilization standard of 85 percent at the maximum load point, would be minimal, and less than cumulatively considerable. Therefore, the proposed project's contribution to cumulative Muni transit impacts would be less than significant.

Under 2040 cumulative conditions, the BART to the East Bay would have a capacity utilization of 112 percent, and would thus operate above the regional standard utilization rate of 100 percent. This is a significant cumulative transit impact. However, the proposed project would add 6 trips to BART to the East Bay, and the contribution would be less than 0.2 percent, and this would not be considered a considerable contribution to BART capacity utilization exceeding the 100 percent standard. Therefore, for PM peak hour conditions, the proposed project would not contribute considerably to cumulative impacts on the regional screenlines. Therefore, the proposed project's contribution to cumulative regional transit impacts would be less than significant.

Overall, vehicular traffic is anticipated to increase in the study area as a result of growth. However, vehicular traffic can only increase to levels that the capacity is available to accommodate. San Francisco is planning or proposing projects in the study area to protect transit operations from other vehicular traffic and improve transit operations. As a result of the Van Ness BRT project, both the 47 Van Ness and 49 Van Ness-Mission will operate within the exclusive median transit-only lanes. Generally, it is not anticipated that significant cumulative transit operation impacts would occur in the study area. Overall, for the above reasons, the proposed project's contribution to cumulative transit impacts would be less-than-significant.

### *Construction Activities*

Given the magnitude of projected cumulative development and transportation/streetscape projects anticipated to occur within a few blocks south of the project site (i.e., within the Market/Octavia Hub Plan area in the immediate vicinity of the intersection of Van Ness Avenue/South Van Ness Avenue/Market Street, and the uncertainty concerning construction schedules, cumulative construction activities could result in multiple travel lane closures, high volumes of trucks in the project vicinity, and travel lane and sidewalk closures, which in turn could disrupt or delay transit, pedestrians, or bicyclists, or result in potentially hazardous

conditions (e.g., high volumes of trucks turning at intersections). Despite the best efforts of the project sponsors and project construction contractors, it is possible that simultaneous construction of the cumulative projects could result in significant disruptions to transit, pedestrian, and bicycle circulation, even if each individual project alone would not have significant impacts. In some instances, depending on construction activities, construction overlap of two or more projects may not result in significant impacts. However, for conservative purposes, given the concurrent construction of multiple buildings and transportation projects, some in close proximity to each other, the expected intensity (i.e., the projected number of truck trips) and duration, and likely impacts to transit, bicyclists, and pedestrians, cumulative construction-related transportation impacts would be considered significant.

Construction of the proposed project would not contribute considerably to these significant cumulative construction-related transportation impacts for the following reasons. While there may be some overlap of construction activities between the proposed project and other development projects such as 22 Franklin Street, 1500 Mission Street, 1546-1564 Market Street, and the One Oak Project, it is not anticipated that construction activities associated with these projects would substantially overlap with project construction, as these projects are located two or more blocks to the south of the project site. The proposed project may overlap with roadway and utilities work underway as part of the Van Ness Improvement Project (the segment in the project vicinity may be completed prior to start of proposed project construction), and would overlap with construction of the BRT facilities, the bus power facilities, and landscaping, sidewalk and crosswalk improvements. However, the proposed project would not require closure of any travel lanes on Van Ness Avenue, and the project sponsor would be required to coordinate with the Van Ness Improvement Project, eliminating the potential for substantial hazards between construction activities. In addition, the proposed project would generate fewer construction truck trips than other development projects in the nearby vicinity, and therefore temporary impacts related to truck circulation would be minimized.

Therefore, construction of the proposed project would not contribute considerably to cumulative construction-related transportation impacts (i.e., would have a less-than-significant contribution).

Based on the foregoing, in combination with past, present, and reasonable foreseeable future projects, the proposed project would not contribute considerably to any substantial cumulative increase in VMT, impacts to the effectiveness of the circulation system, impacts related to design features or incompatible uses, inadequate emergency access, or conflicts with alternate modes of transportation. Therefore, this impact would be less than significant and no mitigation measures would be required.

<b>Topics:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Not Applicable</b>
<b>5. NOISE —Would the project result in:</b>					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip.<sup>44</sup> Therefore, topics 6e and 6f are not applicable.

**Impact NO-1: The proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed project result in a substantial permanent increase in ambient noise levels. (Less than Significant)**

The project site is located in an urbanized area with ambient noise levels typical of those in San Francisco's more intensively developed neighborhoods. The primary source of ambient noise in the project vicinity is traffic flows along the adjacent roadways, particularly on Van Ness Avenue and Hayes Street. Based on a noise study prepared for the proposed project by a qualified acoustical consultant, under existing conditions, ambient noise levels measured 78 dB along the Van Ness Avenue, 75 dB along Hayes Street, and 66 dB along Dr. Tom Waddell Place.<sup>45</sup> General city noise, including residential and commercial operations, people talking, and/or

<sup>44</sup> City/County Association of Governments (C/CAG) of San Mateo County, 2012, *Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, November. See also, Alameda County Community Development Agency (ACCD), 2012, *Oakland International Airport, Airport Land Use Compatibility Plan*. December.

<sup>45</sup> Charles M. Salter Associates Inc, 2017, *San Francisco Conservatory of Music, 200 Van Ness Avenue – Acoustical Design Measures and Predicted Performance*, November 22.

road, utility and other property maintenance, may also influence the existing noise environment at the site. The commercial uses in the project vicinity observed during site visits include office and small-scale retail uses, as well as performing arts building and a civic auditorium, and other civic buildings. In addition, construction of high rise buildings is presently underway at a large construction site adjacent to the project site, including construction of the 150 Van Ness Avenue project, directly across Hayes Street from the project site. Although some of these uses could be considered noisy and a nuisance to their neighbors, their noise levels fall within the range of what is expected in an urban area like San Francisco.

Nearby uses that would be considered sensitive receptors for purposes of noise analysis include residential uses at 100 Van Ness Avenue and 155 Hayes Street, which are located on the block just across Hayes Street from the project site. Future residential uses at 150 Van Ness Avenue are also considered to be sensitive receptors for the proposed project since it is assumed that these units would be occupied by the time project construction commences.

### *Exposure of Nearby Sensitive Receptors to Noise During Project Operations*

The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise.<sup>46</sup> These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, provide guidance as to when, based on the existing noise environment, a proposed land use should have a detailed analysis of noise reduction requirements (through insulation) necessary for its structures to meet interior noise level requirements.<sup>47</sup> The Land Use Compatibility Chart guidelines do not provide significance criteria; rather, they present a range of noise levels that are considered compatible or incompatible with various land uses. For example, the maximum "satisfactory, with no special noise insulation" exterior noise level is 60 dBA (Ldn) for residential and hotel uses, 65 dBA (Ldn) for school classrooms, libraries, churches and hospitals, 70 dBA (Ldn) for playgrounds, parks, office buildings, retail commercial uses and noise-sensitive manufacturing/communications uses, and 77 dBA (Ldn) for other commercial uses such as wholesale, some retail, industrial/manufacturing, transportation, communications, and utilities.

The proposed project would include residential, institutional (including performance space), and restaurant uses, which are common uses in the neighborhood. Several potential sources of operational noise were analyzed to determine if the project could generate noise levels in excess of established standards or could expose nearby sensitive receptors to a substantial permanent increase in ambient noise levels. These sources include vehicular traffic, noise emitted from the

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<sup>46</sup> *San Francisco General Plan Environmental Protection Element*, Policy 11.1.

<sup>47</sup> In addition to Title 24, section 1207 (Sound Transmission) of the San Francisco Building Code states that the allowable interior noise level attributable to exterior sources shall not exceed 45 dB in any habitable room of all residential structures, including single family dwellings. Title 25, section 1092 (Noise Insulation Standards) of the California Administrative Code, applies to new hotels, motels, apartment houses and dwellings other than detached single-family dwellings and requires that interior noise levels from exterior sources not exceed an annual CNEL of 45 dB in any habitable room with the windows closed.

project's mechanical features (such as rooftop mechanical equipment, heating, ventilation and air conditions [HVAC] systems, and a possible diesel generator), and noise associated with the proposed performance spaces on the first and eleventh levels of the proposed building. These are all discussed individually below. The proposed project would not include any operational sources that could generate groundborne vibration; rather, the proposed uses would be similar to existing uses that exist throughout the project area and that do not generate groundborne vibration. Therefore, operational vibration impact is considered to be a less than significant impact and is not discussed any further. The proposed project's construction-related vibration impact is discussed further below.

**Vehicular Traffic.** Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San Francisco. Based on published scientific acoustic studies, the traffic volumes in a given location would need to approximately double to produce an increase in ambient noise levels noticeable to most people.<sup>48</sup> While implementation of the proposed project would increase the number of daily vehicle trips by 238 and 29 during the PM peak hour,<sup>49</sup> these new vehicle trips would represent only a negligible increase in existing traffic on the surrounding streets, and therefore would not lead to a substantial increase in existing traffic related noise. Therefore, traffic added to streets in the vicinity by the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity.

**Mechanical and HVAC Equipment.** The project includes mechanical equipment that could produce operational noise, such as that from HVAC systems and a rooftop emergency generator. These operations would be subject to section 2909 of the City's Noise Ordinance (Article 29 of the San Francisco Police Code). As amended in November 2008, this section establishes noise limits from mechanical sources, such as building equipment. For noise generated by residential uses, the limit is 5 dBA in excess of the ambient noise level at the property line; for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient levels; and for noise on public property, including streets, the limit is 10 dBA in excess of ambient. In addition, section 2909(d) of the noise ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours (until 10:00 p.m.). According to a noise memorandum prepared for the proposed project, mechanical equipment would be installed at the ground level and on the roof level. The project has been designed in a way that would meet Article 29, Section 2909(a) criteria of sound levels below 5 dBA at the property plane. This would be done through the selection of mechanical equipment that does not generate noise above the specified levels or, where that is not possible, by providing acoustical enclosures around mechanical equipment and louvers at the exit points of ventilation systems to

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48 FHWA. *Highway Traffic Noise Analysis and Abatement Guidance*. Available online at: [https://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/analysis\\_and\\_abatement\\_guidance/revguidance.pdf](https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf). Accessed November 2, 2017.

49 LCW Consulting, 2017. *200-214 Van Ness Avenue Transportation Impact Study*, San Francisco, CA. December 5.

reduce noise to below the stated thresholds.<sup>50</sup> For example, the proposed emergency diesel generator, which would be installed on the roof, would be contained within an enclosure that would attenuate noise substantially during its monthly testing.

As the mechanical systems would not exceed the section 2909(a) limit of 5 dBA above ambient noise levels at the project site property plane, it is unlikely, given standard insulation for residential structures, that the 45 dBA nighttime limit at the surrounding sensitive (residential) receptors would be exceeded. The noise memorandum indicates that the project would be able to meet all requirements of Section 2909 through use of interior and exterior sound insulating walls and windows, sound/impact insulating floor/ceiling assemblies, acoustical louvers and screens at mechanical equipment locations, selection of quiet fans and similar measures. Moreover, because the proposed musical rehearsal and performance facilities, which are particularly noise sensitive, are important project elements, minimizing noise generation and maximizing noise attenuation are important features of the project design, which would ensure that its noise attenuation meets (and possibly exceeds) section 2909 standards to minimize noise from building operations. For these reasons, the project mechanical components would not generate noise that exceeds established standards or results in a substantial permanent increase in ambient noise levels.

**Performance Facilities.** With respect to the operations of the proposed performance spaces on levels 1 and 11, a memorandum was prepared by the project's acoustical consultant that states that "the heavy double glazing at the recital hall and performance hall is designed to reduce loud traffic noise to near inaudibility inside the halls. Therefore the loudest possible sound level generated in either hall would be so quiet outside the building that it would be difficult to hear above normal levels of exterior noise."<sup>51</sup> Therefore, the proposed performance venues would not be expected to generate noise that exceeds established standards or results in a substantial permanent increase in ambient noise levels.

**Onsite Residential Uses.** In the *California Building Industry Association v. Bay Area Air Quality Management District* case decided in 2015,<sup>52</sup> the California Supreme Court held that CEQA does not generally require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental condition. Accordingly, the significance criteria above related to exposure of persons to noise levels in excess of standards in the *General Plan* or Noise Ordinance, exposure of persons to excessive groundborne vibration or groundborne noise levels, and people being substantially affected by existing noise levels are relevant only to the extent that a project significantly exacerbates the existing noise environment. As discussed above, the proposed

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50 Charles M. Salter Associates Inc, 2017, *San Francisco Conservatory of Music, 200 Van Ness Avenue – Acoustical Design Measures and Predicted Performance*, November 22.

51 Kirkegaard Associates, 2017, *Noise Transmission from Interior to Exterior, San Francisco Conservatory of Music – 200 Van Ness, San Francisco, California*. November 1.

52 *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369. Opinion Filed December 17, 2015. Case No. S213478. Available at: <http://www.courts.ca.gov/33098.htm>. Accessed August 22, 2016.



project would not significantly exacerbate existing noise conditions; however, the following discussion is provided for informational purposes.

The proposed project's residential uses would be subject to the noise insulation requirements in both the California Building Code and the San Francisco Building Code. The 2013 California Building Code (Title 24, Part 2 of the California Code of Regulations [CCR]) requires that interior noise levels from outside sources not exceed 45 dBA (Ldn or CNEL) in any habitable room (rooms for sleeping, living, cooking, and eating, but excluding bathrooms, closets, and the like) or a residential unit, except for residential additions to structures constructed before 1974 (Building Code Section 1207.4). The Building Code (Section 1207.2) also mandates that walls and floor/ceiling assemblies separating dwelling units from each other or from public or service areas have a Sound Transmission Class (STC) of at least 50, meaning they can reduce noise by a minimum of 50 decibels (dB).

The San Francisco Building Code was amended in 2015 to incorporate language included in Section 1207.4 (interior noise standards) of the State Building Code. San Francisco's current Section 1207.6.2 accordingly reads the same as Section 1207.4 of the State Building Code. The San Francisco Building Code also includes a requirement that residential structures in "noise critical areas, such as in proximity to highways, county roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues, or industrial areas,"<sup>53</sup> be designed to exceed the Code's quantitative noise reduction requirements, and specifies, "Proper design to accomplish this goal shall include, but not be limited to, orientation of the residential structure, setbacks, shielding, and sound insulation of the building" (Section 1207.6.1). Section 1207.7 requires submittal of an acoustical report along with a project's building permit application to demonstrate compliance with the Building Code's interior noise standards.

While the proposed project would include residential uses that would place sensitive receptors in the vicinity of a noisy environment, compliance with Title 24 standards and the San Francisco Building Code would ensure that appropriate insulation is included in the project to meet the 45 dBA interior noise standard in the San Francisco Building Code. The project sponsor would be required to meet these insulation measures. Further, as noted above, because the building would include music and rehearsal and performance spaces that would be highly sensitive to external noise, and also that potentially would expose the building's residents to noise that would be in excess of interior standards, as noted above, the project design and construction would employ such elements as interior and exterior sound insulating walls and windows, sound/impact insulating floor/ceiling assemblies, acoustical louvers and screens at mechanical equipment locations, and selection of quiet fans, to minimize the audibility of any sounds from the exterior or adjacent interior spaces, intrusive to or from performance and program spaces. As these spaces

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53 As the existing ambient noise levels on Van Ness Avenue (78 dB) and Hayes Street (75 dB) exceeds the satisfactory noise level for residential uses of 60 dB provided in the Land Use Compatibility Chart, the acoustical report required by San Francisco Building Code section 1207.7 would be required for the proposed project.

would also have very low background noise levels (making any intrusive noise potentially more audible), very high-performance sound insulation assemblies are implemented at these spaces that will meet all State and City Code requirements for sound levels in residences and at property-lines by very large margin.<sup>54</sup>

Based on the above, the proposed project's operations would not result in exposure of existing noise sensitive uses (e.g., offsite existing and future residential uses) to permanent noise levels in excess of established standards or a substantial permanent increase in ambient noise levels. Therefore, this impact would be less than significant.

**Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and groundborne vibration in the project vicinity above levels without the project, but project construction would not expose persons to excessive noise levels or vibration, or result in substantial periodic ambient noise in the project vicinity. (Less than Significant)**

Excavation and building construction would temporarily increase noise and produce groundborne vibration in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. The construction period is anticipated to last approximately 24 months. During the construction phase, the amount of construction noise generated at any one time would vary depending on the types of construction activities underway, numbers and types of pieces of heavy equipment and duration of use of each, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers) between the noise source and the receptors. There would be times when noise and vibration could interfere with indoor activities in nearby residences and other businesses near the project site. Construction noise and vibration impacts would be temporary in nature and limited to the period of construction.

**Construction Noise.** Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and City-approved mufflers for both intake and exhaust. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the Department of Public Works or the Director of Building Inspection. The project would be required to comply with regulations set forth in the Noise Ordinance.

The noisiest construction activities associated with the project would likely be excavation and exterior finishing, which can generate noise levels up to 89 dBA at 10 feet from the noise source for

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54 Charles M. Salter Associates, Inc. 2017, *San Francisco Conservatory of Music Acoustical Design Criteria. Memo to San Francisco Environmental Planning Department*. October 31.

a jackhammer (see **Table 6**, below, for a list of typical noise levels associated with construction equipment). According to the project sponsor, a hoe ram would be used for a maximum of approximately three weeks during the demolition phase. Site preparation and grading would be expected to last approximately three months, while exterior finishing would last approximately two months. Although sheet piles or soldier piles would be used for shoring, no pile driving would be required during construction; rather, these piles would be drilled into place. In terms of the ten dewatering pumps, these would run 24 hours per day for approximately six months. For the majority of that time, they would be electric powered, although during the first month, it is likely that they would be powered by a diesel generator. The pumps would be located at the bottom of drilled shafts, so any noise levels associated with their use would be limited and would be expected to comply with the Noise Ordinance.

Impact equipment used for construction would be expected to comply with Noise Ordinance provisions with respect to muffling of particularly noisy equipment; all other non-impact equipment would be expected to comply with the Noise ordinance section 2907(a) limit of 80 dBA from the equipment noise source. Furthermore, the project does not propose work during the more sensitive nighttime hours. Because construction noise from the project would be attenuated by distance, because most sensitive receptors in the vicinity of the project themselves include acoustical features that effectively attenuate noise from the exterior, because construction noise would be temporary and intermittent, and because the project would be required to comply with the provisions of the Noise Ordinance during construction, the construction-related noise impact would be less than significant.

The closest sensitive receptors to the project for construction noise would be residences in the 150 Van Ness Avenue building (assuming that that project has been complete and occupied at the time construction begins), located 55 feet south of the project site. The Davies Symphony Hall, which also would be sensitive for construction noise, is located about 120 feet west of the project site. Noise generally attenuates (decreases) at a rate of 6 dBA per doubling of distance. Therefore, the exterior noise level from the noisiest construction activities would be between about 71 and 77 dBA at the 150 Van Ness Avenue building, and between about 65 and 71 dBA at Davies Hall. Further, Davies Hall, constructed for music performances in an environment that was already noisy at the time of its construction, is presumed to include features that effectively attenuate noise from Van Ness Avenue. The 150 Van Ness apartments currently under construction were required to incorporate the same noise attenuation features as the proposed project to protect interior spaces from exterior noise. Therefore, construction noise at these sensitive receptors would not be expected to exceed the noise ordinance thresholds.

Based on the above, no substantial noise, for extended periods of time, is anticipated during the project's construction phase.

**TABLE 6: TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT<sup>1</sup>**

<b>Construction Equipment</b>	<b>Noise Level (dBA, Leq at 50 feet)</b>	<b>Noise Level (dBA, Leq at 100 feet)</b>
Jackhammer (Pavement Breaker) <sup>2</sup>	<b>88</b>	<b>82</b>
Loader	79	73
Dozer	82	76
Excavator	81	75
Grader	85	79
Dump Truck	76	70
Flatbed Truck	74	68
Concrete Truck	81	75
Forklift (gas-powered)	83	77
Generator	81	75
Compressor	78	72
San Francisco Noise Ordinance Limit	86	80

Notes

1. The above Leq noise levels are calculated assuming a 100 percent usage factor at full load (i.e., Lmax noise level 100 percent) for the 1-hour measurement period. Noise levels in **bold** exceed the above ordinance limit, but as indicated, two of the three exceedances are exempt from this limit.
2. Exempt from the ordinance noise limit of 86 dBA at 50 feet or 80 dBA at 100 feet.

**Construction Vibration.** Vibration from the use of heavy construction equipment, particularly pile-driving equipment and other impact devices (e.g., jackhammers, hoe rams), creates seismic waves that radiate along the surface of the ground and downward. These surface waves can be felt as ground vibration. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. The effects of groundborne vibration on buildings include movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Fragile buildings and underground facilities, in particular those that are considered historic, are included in an analysis of groundborne vibration because of the potential for structural damage. In extreme cases, high levels of vibration can damage fragile buildings or interfere with sensitive equipment. Receptors sensitive to vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

With the exception of long-term occupational exposure, groundborne vibration rarely affects human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. People may tolerate infrequent, short-duration vibration levels, but human annoyance to vibration becomes more pronounced if the vibration is continuous or occurs frequently. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. Annoyance generally occurs in reaction to newly introduced sources of noise

that interrupt ongoing activities. Community annoyance is a summary measure of the general adverse reaction of people to noise that causes speech interference, sleep disturbance, or interference with the desire for a tranquil environment.<sup>55</sup> People react to the duration of groundborne noise events, judging longer events to be more annoying than shorter ones. Construction vibration also often generates complaints, especially during lengthy periods of heavy construction, when nighttime construction is undertaken to avoid disrupting workday activity, or when the adjacent community has no clear understanding of the extent or duration of the construction.<sup>56</sup>

The City does not have regulations that define acceptable levels of vibration. However, Caltrans provides various guidelines regarding the vibration associated with construction and operation of transportation infrastructure. **Table 7**, below, provides Caltrans' vibration guidelines for potential damage to different types of structures.

**TABLE 7: VIBRATION GUIDELINES FOR POTENTIAL DAMAGE TO STRUCTURES**

Structure Type and Condition	Maximum Peak Particle Velocity (PPV, in/sec)	
	Transient sources	Continuous/Frequent Intermittent sources
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note

Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: *California Department of Transportation. 2013. Transportation and Construction Vibration Guidance Manual*, Table 19. September. Available: [http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf) Accessed: August 14, 2017.

Vibration traveling through typical soil conditions may be estimated at a given distance by the following formula, where PPVref is the reference PPV at 25 feet:  $PPV = PPV_{ref} \times (25/Distance)^{1.5}$ .

**Table 8**, below, summarizes typical vibration levels generated by construction equipment at a reference distance of 25 feet and other distances, as determined by the preceding equation. High levels of vibration can damage fragile buildings or interfere with sensitive equipment. Depending

<sup>55</sup> Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006, pp. 8-1 to 8-3, Table 8-1. Available: [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf). Accessed August 7, 2017.

<sup>56</sup> Ibid. p. 12-1.

on the age of the structure and type of vibration (transient, continuous, or frequent intermittent sources), vibration levels as low as 0.5 to 2.0 in/sec PPV can damage a structure.<sup>57</sup>

**TABLE 8: VIBRATION SOURCES LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	PPV at				
	25 Feet	50 Feet	75 Feet	100 Feet	175 Feet
Pile Driver (impact)	1.518	0.5367	0.2921	0.1898	0.0820
Pile driver (sonic)	0.734	0.2595	0.1413	0.0918	0.0396
Hoe Ram	0.089	0.0315	0.0171	0.0111	0.0048
Large Bulldozer	0.089	0.0315	0.0171	0.0111	0.0048
Loaded Trucks	0.076	0.0269	0.0146	0.0095	0.0041
Jackhammer	0.035	0.0124	0.0067	0.0044	0.0019
Small Bulldozer	0.003	0.0011	0.0006	0.0004	0.0002

Source: Source: Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*. FTA-VA-90-1003-06. Office of Planning and Environment. Available at: [http://www.fta.dot.gov/documents/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf). Accessed: August 14, 2017.

The project site is in close proximity to buildings with sensitive land uses that could experience vibration from construction of the proposed project. The closest sensitive receptors would be future residences at 150 Van Ness Avenue,<sup>58</sup> As discussed above, while vibration effects associated with project construction could cause annoyance for these (and possibly other) residents in the project vicinity, such impacts would be less than significant as they would be temporary and periodic and would not be expected to affect human health.

Vibration from heavy equipment operation also can affect sensitive buildings that include sensitive features such as unreinforced masonry or plaster ornamentation, or historic buildings, causing cosmetic or structural damage. While a wide range of thresholds have been cited in the literature, typically, it is recommended that, if vibrations are expected to exceed 0.2 PPV within 500 feet of a sensitive or historic building,<sup>59</sup> an initial screening evaluation should be conducted based on site-specific conditions, using Caltrans/ FTA methods.<sup>60</sup> Impact significance assessment

57 California Department of Transportation (Caltrans), 2013, *Transportation and Construction Vibration Guidance Manual*, Table 9, p. 23, September. Available online at: <http://www.dot.ca.gov/hq/env/noise/publications.htm>. Accessed June 15, 2017.

58 The closest building to the project site is 150 Hayes Street; however, it contains office uses and, as such, is not considered to be a sensitive receptor for purposes of noise and vibration impacts.

59 Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc. for National Cooperative Highway Research Program, 2012, *Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings adjacent to Transportation Projects*, NCHRP 25-25, September. Available online at: [http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25\(72\)\\_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-25(72)_FR.pdf). Accessed November 2, 2017.

60 Federal Transit Administration, May 2006. *Noise and Vibration During Construction*, Chapter 9. Available online at: [http://www.dot.ca.gov/hq/env/noise/pub/TCVGM\\_Sep13\\_FINAL.pdf](http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf). Accessed November 2, 2017.

takes into consideration the duration and severity of vibration effects exceeding the criteria above.

In terms of possible impacts to nearby sensitive buildings, as noted above, construction of the proposed project would not involve the use of impact equipment aside from temporary and intermittent use of a jackhammer and the use of a hoe ram for approximately three weeks during the demolition phase. The closest historic building that could be vulnerable to groundborne vibration during project construction given its age and construction type is a masonry building located at 240 Van Ness Avenue, approximately 62 feet north of the project site. Based on PPV values cited in Table 8, and considering that no pile driving would be used during project construction, any vibration that could result from the temporary use of a hoe ram or a jackhammer (or other construction equipment) during project construction would not result in sufficiently high enough PPV levels as to cause vibration-related damage to this building.

In terms of other potential historic resources in the project vicinity, a potential historic resource at 150 Hayes Street (directly east of the project site) was constructed in 1968 and does not contain any ornate features that would be vulnerable during project construction, given the construction equipment proposed by the sponsor. Other nearby buildings, such as the Davies Symphony Hall (201 Van Ness Avenue), located approximately 140 feet west of the project site, 101 Grove Street, located approximately 70 feet northeast of the project site, or City Hall, located one block north of the project site, are located sufficiently far enough away that they would not be expected to be affected by the project's construction-related groundborne vibration impacts.

Based on the above, the proposed project's construction-related vibration impacts to sensitive uses and historic structures would be less than significant.

**Impact C-NO-1: The implementation of the proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative noise impact. (Less than Significant)**

Past and present development in the project vicinity has resulted in ongoing increases in local noise along the Van Ness Avenue and Hayes Street corridors, including permanent increases in ambient noise levels from traffic, and also temporary and periodic increases from repeated and ongoing episodes of major construction. Recently approved and reasonably foreseeable projects along these corridors, listed in Table 2 on page 22, including the proposed project, would be expected to result in continuing increases in traffic volumes and associated traffic noise. Construction noise, although temporary for each project, can result in long term noise effects because of repeated and overlapping episodes of construction in the same vicinity. Thus, the construction-related noise impact associated with cumulative development in the project vicinity is considered to be potentially significant.

The construction activities associated with the proposed project would be temporary and intermittent for a period of approximately 24 months. It is conservatively assumed that the proposed project's construction activities could overlap with construction activities associated

with current and future projects in the area. As discussed above, the proposed project's impacts with respect to exposure of persons to, or generation of, noise levels in excess of standards described in Title 24, the general plan, and the Noise Ordinance, and with respect to permanent increases in ambient noise would be less than significant, because area traffic would not be anticipated to double with the addition of project-related traffic, and because the project would be designed and constructed in accordance with Title 24 building code standards and would comply with the noise ordinance.

The proposed project would result in less-than-significant exposure of persons to groundborne vibration or groundborne noise levels, because no pile driving or other vibration-generating construction methods would be used. Although the ambient noise level in the project vicinity is above those considered normally acceptable for residential and concert hall uses, the project would be subject to Title 24 standards, which would reduce ambient noise exposure impacts to less-than-significant levels for future residents of the proposed development, and the project includes noise-attenuation features to provide an acceptable environment for interior musical performance. These features, while designed to protect on-site sensitive receptors would also minimize noise impacts to nearby off-site sensitive receptors. For these reasons, construction and operational noise impacts associated with the proposed project would not make a cumulatively considerable contribution to the potentially significant cumulative noise increases in the project vicinity.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>6. AIR QUALITY —Would the project:</b>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## OVERVIEW

The Bay Area Air Quality Management District (air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining federal and state air quality standards in the air basin, as established by the federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The federal and state clean air acts require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the 2017 Clean Air Plan, was adopted by the air district on April 19, 2017. The 2017 Clean Air Plan updates the most recent Bay Area ozone plan, the 2010 Clean Air Plan, in accordance with the requirements of the state Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The 2017 Clean Air Plan contains the following primary goals:

- Protect air quality and health at the regional and local scale: Attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and
- Protect the climate: Reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The 2017 Clean Air Plan is the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of an air quality plan.

### *Criteria Air Pollutants*

In accordance with the state and federal clean air acts, air pollutant standards are identified for the following six *criteria air pollutants*: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the air basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment<sup>61</sup> or unclassified for most criteria air pollutants with the exception of ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, for which these pollutants are designated as non-attainment

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61 "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.<sup>62</sup>

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 9, below, identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the air basin.

**TABLE 9. CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS<sup>1</sup>**

<b>Pollutant</b>	<b>Construction Thresholds</b>	<b>Operational Thresholds</b>	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub>	82 (exhaust)	82	15
PM <sub>2.5</sub>	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Notes

1. Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, May 2017, page 2-1

**Ozone Precursors.** As discussed previously, the air basin is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO<sub>x</sub>). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal clean air acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, air district regulation 2, rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO<sub>x</sub>, the offset emissions level is an annual average of 10 tons per

62 Bay Area Air Quality Management District (BAAQMD), 2017, *California Environmental Quality Act Air Quality Guidelines*, page 2-1, May. Available online at: [http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa\\_guidelines\\_may2017-pdf.pdf?la=en](http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en). Accessed November 15, 2017.

year (or 54 pounds (lbs.) per day).<sup>63</sup> These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO<sub>x</sub> emissions as a result of increases in vehicle trips, architectural coating, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO<sub>x</sub> emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).**<sup>64</sup> The air district has not established an offset limit for PM<sub>2.5</sub>. However, the emissions limit in the federal New Source Review for stationary sources in nonattainment areas is an appropriate significance threshold. For PM<sub>10</sub> and PM<sub>2.5</sub>, the emissions limit under New Source Review is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.<sup>65</sup> Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

**Fugitive Dust.** Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly control fugitive dust<sup>66</sup> and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.<sup>67</sup> The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.<sup>68</sup> The City's Construction Dust Control Ordinance (ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the best management practices employed in compliance with the ordinance are an effective strategy for controlling construction-related fugitive dust.

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63 BAAQMD 2009, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, page 17.

64 PM<sub>10</sub> is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM<sub>2.5</sub>, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

65 Ibid. footnote 63, page 16.

66 Western Regional Air Partnership, 2006, *WRAP Fugitive Dust Handbook*, September 7. Available online at: [http://www.wrapair.org/forums/dejtfdh/content/FDHandbook\\_Rev\\_06.pdf](http://www.wrapair.org/forums/dejtfdh/content/FDHandbook_Rev_06.pdf), accessed February 16, 2012.

67 BAAQMD, 2017, *CEQA Air Quality Guidelines*, page D-47, May.

68 Ibid.

**Other Criteria Pollutants.** Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years and SO<sub>2</sub> concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO<sub>2</sub> emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO<sub>2</sub>. Furthermore, the air district has demonstrated, based on modeling, that to exceed the California ambient air quality standard of 9.0 ppm (parts per million) (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO<sub>2</sub> emissions that could result from development projects, development projects would not result in a cumulatively considerable net increase in CO or SO<sub>2</sub> emissions, and quantitative analysis is not required.

### ***Local Health Risks and Hazards***

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A *health risk assessment* is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.<sup>69</sup>

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that

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<sup>69</sup> In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

residences would be exposed to air pollution 24 hours per day, seven days a week, for 30 years.<sup>70</sup> Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter (PM<sub>2.5</sub>) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.<sup>71</sup> In addition to PM<sub>2.5</sub>, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.<sup>72</sup> The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the air district to conduct a citywide *health risk assessment* based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone,” were identified based on health-protective criteria that consider estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. The project site is located within the Air Pollutant Exposure Zone. Each of the Air Pollutant Exposure Zone criterion is discussed below.

**Excess Cancer Risk.** The Air Pollution Exposure Zone includes areas where modeled cancer risk exceeds 100 incidents per million persons exposed. This criterion is based on United States Environmental Protection Agency (U.S. EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.<sup>73</sup> As described by the air district, the U.S. EPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants rulemaking,<sup>74</sup> the U.S. EPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on air district regional modeling.<sup>75</sup>

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70 California Office of Environmental Health Hazard Assessment, 2015, *Air Toxics Hot Spot Program Risk Assessment Guidelines*, Pg. 4-44, 8-6, February. Available online at <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

71 SFDPH, 2014, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*.

72 California Air Resources Board (ARB), 1998, Fact Sheet, *The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines*, October.

73 Ibid footnote 63, page 67.

74 54 Federal Register 38044, September 14, 1989.

75 BAAQMD, 2017, *Clean Air Plan*, page D-43.

***Fine Particulate Matter.*** U.S. EPA staff's 2011 review of the federal PM<sub>2.5</sub> standard concluded that the then current federal annual PM<sub>2.5</sub> standard of 15 µg/m<sup>3</sup> (micrograms per cubic meter) should be revised to a level within the range of 13 to 11 µg/m<sup>3</sup>, with evidence strongly supporting a standard within the range of 12 to 11 µg/m<sup>3</sup>.<sup>76</sup> The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM<sub>2.5</sub> standard of 11 µg/m<sup>3</sup>, as supported by the U.S. EPA's assessment, although lowered to 10 µg/m<sup>3</sup> to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

***Proximity to Freeways.*** According to the California air board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,<sup>77</sup> parcels that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

***Health Vulnerable Locations.*** Based on the air district's evaluation of health vulnerability in the Bay Area, those ZIP codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM<sub>2.5</sub> concentrations in excess of 9 µg/m<sup>3</sup>.<sup>78</sup>

The above citywide health risk modeling was also used as the basis in approving amendments to the San Francisco Building and Health codes, referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (ordinance 224-14, effective December 8, 2014) (article 38). The purpose of article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

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76 U.S. EPA, 2011, *Policy Assessment for the Review of the Particulate Matter National Ambient Air Quality Standards*. "Particulate Matter Policy Assessment," April.

Available online at: <https://www3.epa.gov/ttn/naaqs/standards/pm/data/20110419pmpafinal.pdf>.

77 California Air Resources Board, 2005 *Air Quality and Land Use Handbook: A Community Health Perspective*. April. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>. .

78 San Francisco Planning Department and San Francisco Department of Public Health, 2014, *Air Pollutant Exposure Zone Map* (Memo and Map), April 9. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14; Amendment to Health Code Article 38.

## CONSTRUCTION AIR QUALITY IMPACTS

Project-related air quality impacts fall into two categories: short-term impacts from construction and long-term impacts from project operation. The following addresses construction-related air quality impacts resulting from the proposed project.

**Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants, but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)**

Construction activities (short-term) typically result in emissions of ozone precursors and fine particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes demolition of two existing structures on the project site and construction of a 12-story, approximately 168,000 sf building. During the project's approximately 24 month construction period, construction activities would have the potential to result in emissions of ozone precursors and fine particulate matter, as discussed below.

### *Fugitive Dust*

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California air board, reducing PM<sub>2.5</sub> concentrations to state and federal standards of 12 µg/m<sup>3</sup> in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.<sup>79</sup>

In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection.

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<sup>79</sup> ARB, 2008, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24.

The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from the Department of Building Inspection. The Director of the Department of Building Inspection may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. San Francisco ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission. Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The San Francisco Public Utilities Commission operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Compliance with the regulations and procedures set forth by the Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level.

### ***Criteria Air Pollutants***

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 7, above, the air district, in its CEQA Air Quality Guidelines (May 2017), developed screening criteria. If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The CEQA Air Quality Guidelines note that the



screening levels are generally representative of new development on greenfield<sup>80</sup> sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The proposed project includes demolition of two existing buildings on the project site and construction of an approximately 168,000 sf building that would contain housing, institutional, and restaurant uses. The proposed project exceeds the criteria air pollutant screening criteria because the proposed excavation would be approximately 18,240 cubic yards, which would exceed 10,000 cubic yards; therefore a quantitative analysis was conducted. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within the air quality memorandum prepared for the proposed project.<sup>81</sup> The model was developed, including default data (e.g., emission factors, meteorology, etc.), in collaboration with California regional air districts' staff. Default assumptions were used where project-specific information was unknown.

Construction of the proposed project would occur over an approximately 24 months (or 551 working days). Emissions were converted from tons/year to lbs/day using the estimated construction duration of 551 working days. As shown in Table 10, below, unmitigated project construction emissions would not be above the threshold of significance for NOx.

**TABLE 10: DAILY PROJECT CONSTRUCTION EMISSIONS**

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>
Unmitigated Project Emissions	1.22	10.35	0.57	0.54
Significance Threshold	54.0	54.0	82.0	54.0

Source: BAAQMD, 2017; Planning Department, 2017

Based on the above, none of the project's construction-related emissions would exceed BAAQMD criteria air pollutant thresholds. Therefore, no mitigation measure would be required for this project and this impact would be less than significant.

**Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)**

<sup>80</sup> A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

<sup>81</sup> Planning Department, *Air Quality Memorandum, 200-214 Van Ness Avenue*, November 22, 2017.

The project site is located within the Air Pollutant Exposure Zone as described above. Sensitive uses proximate to the project site include high-density residential uses, such as Archstone Fox Plaza at Market and Polk Streets, the recently constructed high-density residential building at 101 Polk Street and the recently approved high-density multi-use building at 150 Van Ness, which may be operational when project construction commences.

With regards to construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to diesel particulate matter emissions in California, although since 2007, the California air board has found the emissions to be substantially lower than previously expected.<sup>82</sup>

Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of diesel particulate matter emissions in California.<sup>83</sup> For example, revised PM emission estimates for the year 2010, which diesel particulate matter is a major component of total PM, have decreased by 83 percent from previous 2010 emissions estimates for the air basin.<sup>84</sup> Approximately half of the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions.<sup>85</sup>

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and California air board have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers are required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO<sub>x</sub> and PM emissions will be reduced by more than 90 percent.<sup>86</sup>

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the air district's CEQA Air Quality Guidelines:

"Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel

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82 ARB, 2010, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p.1 and p. 13 (Figure 4), October.

83 Ibid.

84 ARB, 2012, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012: [http://www.arb.ca.gov/msei/categories.htm#inuse\\_or\\_category](http://www.arb.ca.gov/msei/categories.htm#inuse_or_category).

85 Ibid footnote 82.

86 USEPA, 2014, "Clean Air Nonroad Diesel Rule: Fact Sheet," May.

PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.”<sup>87</sup>

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The proposed project would require construction activities for the approximate 24-month construction period. Project construction activities would result in short-term emissions of DPM and other TACs. The project site is located in an area that already experiences poor air quality and project construction activities would generate additional air pollution, affecting nearby sensitive receptors and resulting in a significant impact. Implementation of **Mitigation Measure M-AQ-2, Construction Air Quality**, below, would reduce the magnitude of this impact to a less-than-significant level. While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without VDECS.<sup>88</sup> Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, compliance with Mitigation Measure M-AQ-2 would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level.

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<sup>87</sup> BAAQMD, 2017, CEQA Air Quality Guidelines, page 8-7, May.

<sup>88</sup> PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

### **Mitigation Measure M-AQ-2: Construction Air Quality**

The project sponsor or the project sponsor's Contractor shall comply with the following

#### **A. Engine Requirements.**

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

#### **B. Waivers.**

1. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

**Table – Off-Road Equipment Compliance Step-down Schedule**

<b>Compliance Alternative</b>	<b>Engine Emission Standard</b>	<b>Emissions Control</b>
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

\*\* Alternative fuels are not a VDECS.

- C. Construction Emissions Minimization Plan.** Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.
1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
  2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
  3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
- D. Monitoring.** After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and

duration of each construction phase, and the specific information required in the Plan.

## OPERATIONAL AIR QUALITY IMPACTS

Land use projects typically result in emissions of criteria air pollutants and TACs primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

**Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)**

As discussed above in Impact AQ-1, the air district, in its CEQA Air Quality Guidelines (May 2017), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project includes housing (student, faculty and replacement housing) as well as institutional and restaurant uses, which has the potential to increase vehicles trips and result in emissions of criteria air pollutants associated with vehicle trips, landscape maintenance, use of consumer products, and architectural coating. The proposed project would be well below the criteria air pollutant screening sizes for the various uses identified in the air district's CEQA Air Quality Guidelines. Specifically, it would be below the residential uses (the "apartment, mid-rise [494 units]" category was used for this analysis), institutional uses (the "university/college [1,760 students]" category was used for this analysis), and restaurant uses (the "fast food restaurant without drive through [8,000 sf]" category was used for this analysis). Thus, quantification of project-generated criteria air pollutant emissions is not required, and the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and would result in less-than-significant impact with respect to criteria air pollutants.

**Impact AQ-4: The proposed project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. (Less than Significant with Mitigation)**

The project site is located within the Air Pollutant Exposure Zone as described above. As discussed above, the project site is within proximity to several sensitive land uses, including the Archstone Fox Plaza at Market and Polk Streets, the recently constructed high-density residential building at 101 Polk Street and the recently approved high-density multi-use building at 150 Van Ness, which may be operational at the time that project construction commences. Moreover, the

proposed project would include sensitive uses in the form of student and faculty housing as well as 27 replacement housing units.

### *Sources of TACs*

Individual projects result in emissions of TACs primarily as a result of an increase in vehicle trips. The air district considers roads with less than 10,000 vehicles per day “minor, low-impact” sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project’s 238 vehicle trips would be well below this level and would be distributed among the local roadway network, therefore an assessment of project-generated toxic air contaminants resulting from vehicle trips is not required and the proposed project would not generate a substantial amount of toxic air contaminant emissions that could affect nearby sensitive receptors.

The proposed project would also include a backup emergency generator. Emergency generators are regulated by the air district through their New Source Review (regulation 2, rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate an emergency generator from the air district. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The air district limits testing to no more than 50 hours per year. Additionally, as part of the permitting process, the air district would limit the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install Best Available Control Technology for Toxics. However, because the project site is located in an area that already experiences poor air quality, the proposed emergency back-up generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known toxic air contaminant, resulting in a significant air quality impact. Implementation of **Mitigation Measure M-AQ-4, Best Available Control Technology for Diesel Generators**, would reduce the magnitude of this impact to a less-than-significant level by reducing emissions by 89 to 94 percent compared to equipment with engines that do not meet any emission standards and without VDECS. Therefore, although the proposed project would add a new source of toxic air contaminants within an area that already experiences poor air quality, implementation of **Mitigation Measures M-AQ-4, Best Available Control Technology for Diesel Generators**, would reduce this impact to a less than significant level.

#### **Mitigation Measures M-AQ-4: Best Available Control Technology for Diesel Generators**

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD)

approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

### *Siting Sensitive Land Uses*

The proposed project would include development of student and faculty housing as well as 27 units of replacement housing (replacing the existing 27 units on the project site) and is considered a sensitive land use for purposes of air quality evaluation. For sensitive use projects within the Air Pollutant Exposure Zone as defined by article 38, such as the proposed project, article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health that achieves protection from PM<sub>2.5</sub> equivalent to that associated with a Minimum Efficiency Reporting Value 13 MERV filtration. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with article 38, the project sponsor has submitted an initial application to DPH.<sup>89</sup> The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors to substantial pollutant concentrations.

### **Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the 2017 Clean Air Plan. (Less than Significant).**

The most recently adopted air quality plan for the air basin is the 2017 Clean Air Plan. The 2017 Clean Air Plan is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the plan, this analysis considers whether the project would: (1) support the primary goals of the plan, (2) include applicable control measures from the plan, and (3) avoid disrupting or hindering implementation of control measures identified in the plan.

The primary goals of the plan are to: (1) Protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the plan recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The plan recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area

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<sup>89</sup> Application for Article 38 Compliance Assessment, 200-214 Van Ness Avenue, February 2, 2017.



growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the plan includes 85 control measures aimed at reducing air pollution in the air basin.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact with respect to greenhouse gases are discussed in Section 7, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the city's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 238 net new vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the San Francisco General Plan, as discussed in section C. Transportation control measures that are identified in the 2017 Clean Air Plan are implemented by the San Francisco General Plan and the San Francisco Planning Code, for example, through the city's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the 2017 Clean Air Plan. Therefore, the proposed project would include applicable control measures identified in the 2017 Clean Air Plan to the meet the 2017 Clean Air Plan's primary goals.

Examples of a project that could cause the disruption or delay of 2017 Clean Air Plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add student and faculty housing as well as 27 units of replacement housing, institutional and restaurant uses to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the 2017 Clean Air Plan.

For the reasons described above, the proposed project would not interfere with implementation of the , and because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

**Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. (Less than Significant)**

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee

roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors.<sup>90</sup> Additionally, the proposed project includes various types of housing uses (student and faculty housing as well as 27 units of replacement housing), and institutional and restaurant uses and would therefore not create a significant sources of new odors. Therefore, odor impacts would be less than significant.

## CUMULATIVE AIR QUALITY IMPACTS

### **Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area would contribute to cumulative air quality impacts. (Less than Significant with Mitigation)**

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.<sup>91</sup> The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., construction new vehicle trips and stationary sources)] within an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would be a significant cumulative impact. The proposed project would be required to implement **Mitigation Measure M-AQ-2, Construction Air Quality**, page 96, which could reduce construction period emissions by as much as 94 percent and/or **Mitigation Measure M-AQ-4, Best Available Control Technology for Diesel Generators**, page 99, which requires best available control technology to limit emissions from the project's emergency back-up generator. Implementation of these mitigation measures would reduce the project's contribution to cumulative air quality impacts to a less-than-significant level. Furthermore, compliance with article 38 would ensure that new sensitive receptors are not substantially affected by existing or proposed sources of toxic air contaminants.

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<sup>90</sup> Site visit, November 22, 2017.

<sup>91</sup> BAAQMD, 2017, *CEQA Air Quality Guidelines*, page 2-1, May.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>7. GREENHOUSE GAS EMISSIONS — Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The Bay Area Air Quality Management District (air district) has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared *Strategies to Address Greenhouse Gas Emissions*<sup>92</sup> which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2015 compared to 1990 levels,<sup>93</sup> exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).<sup>94</sup>

Given that the City has met the state and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under order S-3-05<sup>95</sup>, order B-30-15,<sup>96,97</sup> and Senate Bill 32<sup>98,99</sup> the City's GHG

92 San Francisco Planning Department, 2017, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2017. Available online at: <http://sf-planning.org/strategies-address-greenhouse-gas-emissions>.

93 San Francisco Department of the Environment, *San Francisco's Carbon Footprint*. Available at <https://sfenvironment.org/carbon-footprint>, accessed July 19, 2017.

94 Executive Order S-3-05, Assembly Bill 32, and the air district's 2017 Clean Air Plan (continuing the trajectory set in the 2010 Clean Air Plan) set a target of reducing GHG emissions to below 1990 levels by year 2020.

95 Office of the Governor, *Executive Order S-3-05*, 2005, Available online at: <http://www.pcl.org/projects/2008symposium/proceedings/Coatsworth12.pdf>. Accessed March 16, 2016. Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be

reduction goals are consistent with order S-3-05, order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. Therefore, proposed projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

**Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)**

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the intensity of use of the site by providing approximately 168,200 gsf of development space, including 113 student housing units (that would accommodate 420 student beds), three faculty housing units, 27 replacement housing units, approximately 45,000 sf of institutional uses and 5,000 sf of restaurant uses. Therefore, the proposed project

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progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>E)); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO<sub>2</sub>E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO<sub>2</sub>E). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

96 Office of the Governor, *Executive Order B-30-15*, April 29, 2015.

Available online at: <https://www.gov.ca.gov/news.php?id=18938>. Accessed November 15, 2017. *Executive Order B-30-15*, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million MTCO<sub>2</sub>E).

97 San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

98 Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the *California Global Warming Solutions Act of 2006*) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

99 Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

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would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential, institutional and restaurant operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's Commuter Benefits Ordinance, Transportation Sustainability Program, and bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, Water Efficient Irrigation Ordinance, and Residential Water Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.<sup>100</sup>

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, Construction and Demolition Debris Recycling Requirements, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy<sup>101</sup> and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the air district's wood-burning regulations would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce *volatile organic compounds*.<sup>102</sup> Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.<sup>103</sup>

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100 Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

101 Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

102 While not a GHG, volatile organic compounds are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing volatile organic compound emissions would reduce the anticipated local effects of global warming.

103 San Francisco Planning Department, 2017, *Greenhouse Gas Analysis: Compliance Checklist for 200 Van Ness Avenue, Block 0811, Lots 010 & 012*, September 29.

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the 2017 Clean Air Plan GHG reduction goals for the year 2020. Furthermore, the city has met its 2017 GHG reduction goal of reducing GHG emissions to 25% below 1990 levels by 2017. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. Therefore, because the proposed project is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

Furthermore, the proposed project would achieve LEED Silver by complying with all LEED prerequisites and a minimum of 55 credit points. This would be achieved through a number of measures, among them: providing no automobile parking as part of the project; utilizing thermal comfort design and control indoor temperature; committing to fundamental and enhanced commissioning; committing to fundamental and enhanced refrigerant management and water metering to support water management and identify opportunities for savings.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>8. WIND AND SHADOW —Would the project:</b>					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact WS-1: The proposed project would not alter wind in a manner that substantially affects public areas. (Less than Significant)**

Average wind speeds in San Francisco are the highest in the summer and lowest in winter; however, the strongest peak winds occur in winter, under storm conditions. Throughout the year the highest typical wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons in San Francisco. Of the 16 primary wind directions, four wind directions (northwest, west-

northwest, west, and west-southwest) have the greatest frequency of occurrence and also make up the majority of the strong winds that occur.

A building taller than its immediate surroundings will intercept winds and deflect them down towards the ground level, particularly if it is oriented so that a large, unarticulated wall catches a prevailing wind. This can cause wind flow accelerations around building corners. When the gap between two buildings is aligned with the prevailing winds, high wind activity is expected along this gap.

Wind speed can affect the comfort of pedestrians and bicyclists. Winds up to 4 mph have no noticeable effect on pedestrian comfort. When winds range from 4 to 8 mph, a pedestrian typically feels wind on the face. Between 8 and 13 mph, winds will disturb hair and cause clothing to flap. With winds between 13 and 19 mph, loose paper, dust, and dry soil will be raised. The force of winds from 19 to 26 mph can be felt on the body. When winds range from 26 to 34 mph, it becomes difficult to use an umbrella and to walk steadily, and wind noise is unpleasant. Above 34 mph, winds can increase difficulty with balance and pedestrians can be in danger of being blown over by gusts of wind.

The project site is in an area that is subject to San Francisco Planning Code Section 148, *Reduction of Ground-level Wind Currents in C-3 Districts*. The Planning Code outlines wind reduction criteria for projects in C-3 Districts, sets wind speed criteria for both pedestrian comfort and hazardous winds, and requires buildings to be shaped so as not to cause ground-level wind currents to exceed these criteria. The Planning Code requires that new buildings and building additions be shaped so as not to cause ground-level wind currents to exceed 11 miles per hour (mph) in substantial pedestrian use areas, and 7 mph in public seating areas, more than 10 percent of the time. When a project would result in exceedances of a comfort criterion, an exception may be granted, pursuant to Planning Code Section 309, Permit Review in C-3 Districts, if the building or addition cannot feasibly be designed to meet the comfort criteria.

Section 148 also establishes a hazard criterion, which is an equivalent wind speed of 26 mph as averaged for a single full hour of the year.<sup>104</sup> Under Section 148, new buildings and additions may not cause wind speeds that meet or exceed this hazard criterion and no exception may be granted for buildings that result in winds that exceed the hazard criterion.

The proposed project would have a significant wind impact if it would cause the 36-mph wind hazard criterion to be exceeded for more than one hour per year. A project that would cause exceedances of the comfort criteria, but not the wind hazard criterion, would not be considered to have a significant impact under CEQA; however, such a project would be required to obtain an

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<sup>104</sup> The wind hazard criterion is derived from the 26 mph hourly average wind speed that would generate a 3-second gust of wind at 20 meters per second, a commonly used guideline for wind safety. Because the original wind data on which the testing is based was collected at one-minute averages (i.e., a measurement of sustained wind speed for one minute, collected once per hour), the 26 mph hourly average is converted to a one-minute average of 36 mph, which is used to determine compliance with the 26 mph one-hour hazard criterion in the Planning Code. (Arens, E. et al., 1989, "Developing the San Francisco Wind Ordinance and its Guidelines for Compliance," Building and Environment, Vol. 24, No. 4, p. 297-303).

exception from the provisions of *Planning Code* Section 148, pursuant to the procedures contained in Section 309.

Under existing conditions, two abutting buildings occupy the project site; a two-story building at the corner of Van Ness Avenue and Dr. Tom Waddell Place; and a three-story building immediately adjacent to the south, at the corner of Van Ness Avenue and Hayes Street. The proposed project would construct a building 120 feet in height, with an additional 12 feet to the top of rooftop architectural features (“upper roof”) and another 2 feet 6 inches to the top of rooftop mechanical equipment. The site is just downwind of the Van Ness Avenue corridor. Buildings immediately north of the project site (just north of Dr. Tom Waddell Place) range from one to four stories in height. Immediately east of the project site are a six-story and a newly-constructed 13-story building. A 13-story building under construction, immediately south of the project site along Van Ness Avenue, will occupy most of the north half of the block between Van Ness Avenue and Polk Street, south of Hayes Street. There is an existing 28-story building on its south side on Van Ness Avenue. Davies Symphony Hall, with a height of approximately 130 feet, takes up the entirety of the block directly across Van Ness Avenue from the project site.

Van Ness Avenue, adjacent to the project site, is classified as a key walking street under the Planning Department’s WalkFirst program.<sup>105</sup> The blocks of Hayes Street and Dr. Tom Waddell Place adjacent to the site are not classified as key walking streets. There is a designated bicycle lane on Polk Street, one block east of the project, and along Grove Street, one block to the north. The blocks of Van Ness Avenue, Hayes Street and Dr. Tom Waddell Place adjacent to the project site do not include bicycle lanes and are not classified as bicycle routes. Both pedestrian and bicyclist wind comfort and safety may be affected by wind speed.

Wind tunnel testing was performed to characterize the existing wind environment in the project vicinity and to assess how the proposed project would affect wind speeds. The wind model used a three-dimensional model of the proposed project and surrounding buildings within a 1,600 feet radius.<sup>106</sup> The wind tunnel testing was conducted for 48 wind speed sensor locations under Existing Conditions, Existing plus Project Conditions, and Project plus Cumulative Conditions. The potential for wind effects related to the project were assessed at 45 test point locations on surrounding the sidewalks, including those fronting the project site, and three test point locations on outdoor terraces on the second floor and the roof of the proposed project.

For the purposes of evaluating impacts under CEQA, the analysis uses the wind hazard criterion to determine whether the proposed project would alter wind in a manner that substantially affects public areas. The proposed project’s effects related to the comfort criterion are presented below for informational purposes, and also will be used in the Planning Department’s separate

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105 In 2010, the City received a grant from the California Office of Traffic Safety to fund the first phase of WalkFirst, a project to develop a framework for how the City would prioritize future pedestrian improvements. This framework, includes a map of Key Walking Streets (streets where people are walking) and a map of *Pedestrian High Injury Corridors* (streets with the highest concentration of severe and fatal injuries). More information on the Walk First Available online at: <http://sf-planning.org/walkfirst>. Accessed November 25, 2017.

106 Rowan Williams Davies & Irwin Inc., 2017, *200-214 Van Ness Pedestrian Wind Study*. November 20.



determination of compliance with Planning Code Section 148 prior to granting of project approvals.

**Wind Hazard Assessment.** The results of the wind tunnel testing indicate that three of the 45 test points exceed the 36-mph hazard criterion under Existing Conditions. These exceedances occur on the Van Ness Avenue sidewalk in front of the existing 200 Van Ness building (Location 6), and on the northwest and northeast corners of the block between Van Ness Avenue and Polk Street (locations 13 and 33, on the opposite side of Hayes Street from the project site). The addition of the proposed project would be expected to improve conditions at Locations 6 and 33, with winds reducing to 27 mph and 34 mph, respectively, to below the hazard criterion. The winds at Location 13 are expected to increase to 38 mph and for an additional 2 hours per year that would exceed the hazard criterion. However, the addition of the 200-214 Van Ness Avenue development is expected to cause no increase in the overall wind speeds at most locations, which would maintain an average of 13 mph. On an area-wide basis, the proposed building would provide an overall reduction to the total number of locations where wind hazard criteria is exceeded, from three to one, and would also provide a reduction in the exceeding hours per year from four to three. Therefore, the project would not alter wind in a manner that substantially affects public areas and wind impacts are considered less than significant.

**Wind Comfort Assessment.** The comfort criteria and the proposed project's effects on wind comfort are discussed for information purposes only, as they are not used as CEQA significance criteria.

The results of the wind tunnel testing indicate that under existing conditions, the *Planning Code's* 11 mph pedestrian comfort criterion is exceeded at 33 of the 45 test locations. The exceedance locations include three of the five test point around Davies Symphony Hall; 14 of the 16 test points on the project block (bounded by Van Ness Avenue, Dr. Tom Waddell Place, Polk Street and Hayes Street); none of the 11 test points on the blocks south of Hayes Street on either side of Van Ness Avenue; and six of the 11 test point on the block north of the project site (bounded by Van Ness Avenue, Dr. Tom Waddell Place, Polk Street and Grove Street). Only one test location, near the northeast face of Davies Symphony Hall, experienced averaged wind levels of less than 7 mph. Wind speeds at 8 to 11 mph were measured at 11 of the 45 test point locations, including two along the north face of the existing building at 214 Van Ness Avenue; however, test point locations at both northern corners of the existing building exceeded the 11-mph comfort criterion.

According to the wind tunnel test results comparing Existing Conditions to Existing with Project Conditions, the proposed project would reduce wind to below the pedestrian wind comfort criterion threshold at two test point locations, and would result in new exceedances of the wind comfort criterion at four test locations. Overall, under the Existing plus Project Conditions, comfort criterion at 35 of the 45 street level test point locations would result in comfort criteria exceedances, four more than under Existing Conditions. Wind also would exceed the comfort criterion more than 10 percent of the time at one rooftop location at the proposed project site (which was not tested under the Existing Conditions scenario). Wind speeds exceeded 10 percent

of the time would increase at four locations, by 1 to 8 mph, and would decrease at one location, by 2 mph. Compared with Existing Conditions, the average of wind speeds exceeded 10 percent of the time would remain the same, at 13 mph.

Since the proposed project would not eliminate all existing exceedances of the comfort criteria and would result in new exceedances at four test locations, the project would require an exception from the provisions of *Planning Code* Section 148, in accordance with the procedures of *Planning Code* Section 309. However, the new comfort level exceedances were all distributed along Dr. Tom Waddell Place, a one-lane street with narrow sidewalks located along the project site's northern facade. Only one building on that block includes a pedestrian entrance on the street, which is not that building's primary entrance. The area where the new exceedances would occur therefore would not be considered to be an area of substantial pedestrian use.

**Impact WS-2: The project would create new shadow, but not in a manner that would substantially affect outdoor recreation facilities or other public areas. (Less than Significant)**

In 1984, San Francisco voters approved an initiative known as "Proposition K, The Sunlight Ordinance," which was codified as Planning Code Section 295 in 1985. Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code Section 295. In addition to Planning Code Section 295, the City's CEQA significance criteria also considers whether the proposed project would create new shadows in a manner that would substantially affect existing outdoor recreational facilities or other public areas.

Although CEQA does not consider shadow effects to private open spaces, potential shadow effects to privately-owned public open spaces also are considered here for informational purposes. In determining the significance of shadow effects under CEQA, the following factors shall be taken into account: the amount of area shadowed, the duration of the shadow, and the importance of sunlight to the type of open space being shadowed.

The proposed project would construct a structure approximately 120 feet tall, with appurtenances on the roof that could increase the height in a few areas to as much as 136 feet. The public open spaces subject to Planning Code Section 295 in the vicinity of the project site are Civic Center Plaza, located one block northeast of the project site; the landscaped areas surrounding City Hall, north of Grove Street, one-half block north of the project site; and the landscaped areas around the War Memorial Opera House, one block northwest of the project site on the opposite side of Van Ness Avenue. Davies Symphony Hall, located across Van Ness Avenue to the west of the project site, is a public facility, but it does not include public open spaces subject to Section 295. The only privately-owned public open space in the vicinity of the project site is at 77 Van Ness

Avenue; however, it is located in the lobby of the 77 Van Ness Avenue building. Therefore, shading from the proposed project would not affect this indoor open space and it is not considered further.

To evaluate the shadow impact of the proposed project a 3D virtual model of the project area was prepared by a qualified shadow consultant.<sup>107</sup> The model graphically illustrated shadows that would be cast by the proposed building through the seasons and throughout the day. The shadow study demonstrated conclusively that the proposed project would cast no new shadows on any of the public open spaces noted above during the times of day specified by Proposition K, or at any time throughout the year, due to several factors, including the distance from and location relative to the proposed project of the open spaces; the design of the proposed project, with setbacks on the upper floors; and to the height and massing of intervening buildings.

The proposed project would shade portions of Van Ness Avenue and Franklin Street, to the west; Dr. Tom Waddell Place to the north; Hayes Street to the south; and Polk Street to the east, including sidewalks and adjacent private property, and a portion of the south and east faces of Davies Symphony Hall at various times of the year. Shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant impact under CEQA. Although users of these buildings may regard the increase in shadows at some periods as undesirable, the limited increase in shading of private properties and building interiors as a result of the proposed project would not be considered a significant impact under CEQA.

Based on the discussion above, the proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, and this impact would be less than significant.

**Impact C-WS-1: The proposed project, in combination with other past, present or reasonably foreseeable projects would result in less-than-significant wind impacts. (Less than Significant)**

Wind modeling for Project plus Cumulative Conditions considered existing buildings, the proposed project, and buildings approved or pending approval in the area surrounding the project site as of February 28, 2017, as follows: 555 Golden Gate, Fox Plaza (1390 Market Street), 30 Van Ness Avenue, One Van Ness Avenue, One Oak Street/ 1540 Market Street, 1554 Market Street, 22 Franklin Street, 10 South Van Ness Avenue, 1601-1637 Market Street and 53 Colton Street, 1500 Mission Street and 1270 Mission Street.

The new building at 150 Van Ness, immediately south of the project site, construction of which is nearing completion, was included in both the Existing plus Project and Project plus Cumulative conditions analyses.

**Wind Hazard Assessment.** The results of the wind tunnel testing indicate that wind hazard exceedance at one location, on Van Ness Avenue near the entryway to the existing 200 Van Ness

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<sup>107</sup> CADP, 2017, *200 Van Ness Street Shadow Analysis*, November 21.

Avenue building, would be eliminated under Project plus Cumulative conditions, and no additional wind hazard exceedances would occur relative to existing conditions. On an area-wide basis, under cumulative conditions there would be an increase in average wind speeds of 2 mph, but no change in the total number of exceeding hours relative to existing conditions at the wind test point locations that were tested. Therefore, cumulative development, including the proposed project, would not alter wind in a manner that would substantially affect public areas and wind impacts under the cumulative scenario are considered to be less than significant.

**Wind Comfort Assessment.** The results of wind tunnel testing indicate that under Project plus Cumulative conditions, the *Planning Code's* 11 mph pedestrian comfort criterion would be exceeded at 38 of the 45 test locations. The comfort level exceedance locations would be the same as under Existing plus Project conditions (detailed above), but also would include two additional locations in the alleyway space along the east side of the buildings at 234, 240 and 250 Van Ness Avenue that connects Dr. Tom Waddell Place with Grove Street. This is an open space but it is gated and not accessible to the general public. Under existing conditions, wind speeds in excess of the wind comfort criteria average 13 mph, 19 percent of the time, meaning that the project area can be characterized as windy under existing conditions. Under Project plus Cumulative conditions, this average wind speed would increase to 14 mph and winds would exceed the 11 mph comfort level 23 percent of the time. The 4 percent increase in the frequency of winds in excess of comfort levels represents an average of about 44 minutes per day during daytime hours (7 am to 6 pm as set for in Section 148). While this represents an increase in windy conditions in the project area, the increase in wind velocities by 1 mph is unlikely to be noticed by pedestrians and bicyclists in the context of existing windy conditions.

**Impact C-WS-2: The proposed project, in combination with other past, present or reasonably foreseeable projects would result in less-than-significant shadow impacts. (Less than Significant)**

Shadow modeling for the cumulative scenario considered existing buildings, the proposed project, and buildings approved, pending approval or undergoing environmental review in the area surrounding the project site as of September 2017, as follows (see Table 2 on page 22): 150 Van Ness Avenue, 30 Van Ness Avenue, 1 Oak Street/ 1540 Market Street, Fox Plaza (1390 Market Street), 424 Octavia Street, 432 Octavia Street, 350 Octavia Street, 300 Octavia Street, Parcel R (Octavia Street at Oak Street).

Past projects and existing development have resulted in shading of public open spaces around the Civic Center. However, similar to the proposed project, other proposed and reasonably foreseeable future projects would be subject to Planning Code Section 295 and the Department's environmental review, such that the cumulative impact to public open spaces would be minimized to the extent possible. However, in some instances it may not be possible to avoid creating new shadow that substantially affects public open spaces. Therefore, for conservative purposes, it is assumed that cumulative shadow impacts from the combination of projects in the

vicinity of the project site could be significant. The proposed project would contribute small areas of new shadow, during some hours and during some periods of the year, on small segments of public sidewalks that are already subject to seasonal or periodic shading, but would not would not shadow any nearby parks or open spaces. Therefore, the proposed project would not contribute to any potential cumulative shadow impact on parks and open spaces.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>9. RECREATION</b>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact RE-1: The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of such facilities would occur or be accelerated. (Less than Significant)**

The proposed project would demolish two existing low rise buildings (one of which houses 27 residential units) and replace them with a single 12-story building. Project construction would result in approximately 143 residential units. This would include replacement of the 27 units displaced by demolition; student units to accommodate approximately 420 student beds and three faculty units. The proposed project also includes development of institutional space for the San Francisco Conservatory of Music, including instruction and practice space and a performance venue that would be open to public audiences as well as broadcasting space. The project would include an approximately 700-sf interior courtyard and an approximately 2,000-sf rooftop terrace as common open space for residents, and approximately 7,200 sf of performance space.

The proposed project would increase the population of the project site by approximately 427 residents. This population would increase the use of recreational facilities in the project vicinity and, to a negligible degree, contribute to cumulative recreational demand in the city. The San Francisco Recreation and Parks Department administers more than 220 parks, playgrounds, and open spaces throughout the city, as well as recreational facilities including recreation centers, swimming pools, golf courses, skate parks, athletic fields, tennis courts, and basketball courts.<sup>108</sup>

<sup>108</sup> San Francisco Recreation and Parks Department. Overview of San Francisco parks, at [sfrecpark.org](http://sfrecpark.org). Accessed October 12, 2017.

The project site is located in a densely-developed urban neighborhood that does not contain large regional park facilities, but the city overall, including the project site, is well-supplied with parks and recreational facilities. Throughout the city, neighborhood parks and open spaces, as well as other recreational facilities are available within a 10 minute walk (about one-half mile) of any residential location.<sup>109</sup> The project site is located in an area on the “lesser needs” end of the recreational needs spectrum as mapped in the 2014 San Francisco General Plan Recreation and Open Space Element Update (Map 7).<sup>110</sup> Neighborhood parks, open spaces and other recreational facilities within about one-half mile of the project site include Civic Center Plaza, United Nations Plaza, Patrick’s Green, Jefferson Square Park, Hayes Valley Playground, the SOMA West Skate Park, and mini parks at Page and Laguna and at Turk and Hyde streets, as well as a several public recreation centers. The recreational demands of project residents would be expected to be spread amongst and adequately accommodated by these facilities.

The project’s demand for recreational facilities would also be offset by the open space facilities provided within the project. Further, the increase in demand would be expected to be modest based on the size of the population increase relative to the overall population of the project area. While demand by project residents could result in increased competition for the use of local sports courts that may already be in high demand, such as basketball, baseball and tennis courts, and this increase could result in longer wait times for those wishing to use these facilities, the modest increase in demand from residents and the on-site daytime population (associated with institutional and restaurant uses) of the proposed project would not be expected to increase the use of existing neighborhood parks and recreation facilities to such extent that these facilities would be physically degraded or their physical deterioration would be accelerated. The incremental residential growth that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities. The impact on recreational facilities would therefore be less-than-significant.

**Impact RE-2: The project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (Less than Significant)**

The proposed project includes passive open space, as well as space for musical performances by students, which would offer free or discounted admission to students and the general public. The physical environmental effects of the construction and operation of this performance space, an integral part of the project space on the 10<sup>th</sup> and 11<sup>th</sup> floors of the facility have been considered in other relevant sections of this analysis. The availability of free or discounted musical performances is a public amenity that would be provided by the project. The operation of performance space at this location would be consistent with the operations of the other public

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109 The Trust for Public Land, *ParkScore*, <http://parkscore.tpl.org/city.php?city=San%20Francisco#sm.0001jiwl0e28icrvqbf22soxxdg8l>. Accessed October 12, 2017.

110 San Francisco General Plan *Recreation and Open Space Element* update, 2014. Available online at [http://generalplan.sfplanning.org/Recreation\\_OpenSpace\\_Element\\_ADOPTED.pdf](http://generalplan.sfplanning.org/Recreation_OpenSpace_Element_ADOPTED.pdf).

performance venues in the immediate vicinity, which include the Davies Symphony Hall and the War Memorial Opera House. Construction of the proposed project's recreational facilities would not result in additional significant impacts that were not otherwise disclosed elsewhere in this document; therefore, the physical environmental impacts as a result of construction of recreational facilities as part of the proposed project would be considered less than significant.

**Impact C-RE-1: The proposed project, in combination with past, present and reasonably foreseeable future projects, would not result in a cumulative impacts on recreational facilities or open space resources. (Less than Significant)**

Cumulative residential development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources in the project vicinity and in the city overall. The city has accounted for such growth in the 2014 update of the Recreation and Open Space Element of the General Plan. In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the recreational resources for the city. As discussed above, there are numerous parks, open spaces or other recreational facilities, as well as venues for as music-oriented recreation, within a 10 minute walk of the project site. It is expected that these existing recreational facilities, in combination with the open space and/or recreational amenities provided by each individual project, would be able to accommodate the increase in demand for recreation facilities by the proposed project in combination with nearby cumulative projects. For these reasons, the cumulative recreational demand of the proposed project would not, in combination with the recreational demand of past, present and reasonably foreseeable future projects in the project vicinity, result in a significant cumulative impact on recreational facilities or resources. The cumulative impact therefore would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>10. UTILITIES AND SERVICE SYSTEMS — Would the project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by established utility service systems, including water, wastewater and stormwater collection and treatment, and solid waste collection and disposal. The proposed project would add new daytime and nighttime population to the site that would increase the local demand for utilities and utility services, but not in excess of amounts expected and provided for in the project area under the San Francisco general plan and other applicable planning documents, as discussed below.

**Impact UT-1: Implementation of the proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. (Less than Significant)**

Project-related wastewater and stormwater would be treated to standards set forth in the city's National Pollutant Discharge Elimination System permit for the city's Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. These permit standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board. Therefore, the proposed project would not conflict with water board requirements related to wastewater discharge and the impact would be less than significant.

**Impact UT-2: Implementation of the proposed project would not result in water demand or wastewater generation in excess of the capacity of the water and wastewater treatment provider that would serve the project, and would not require the construction or expansion of water or wastewater collection and treatment facilities. (Less than Significant)**

Most of the city of San Francisco, including the project site, is served by a combined wastewater system. Under such a system, sewage and stormwater flows are captured by a single collection system and the combined flows are treated through the same wastewater treatment plants. The San Francisco Public Utilities Commission (SFPUC) provides and operates water supply and wastewater treatment facilities for the city.



### *Stormwater Generation*

The project site is entirely covered with impervious surfaces, with two low- to mid-rise buildings and surrounding paving. The proposed new development therefore could not increase impervious surface area on the project site and therefore would not result in an increase in stormwater runoff. Furthermore, the project would be required to comply with SFPUC's Stormwater Management Requirements and Design Guidelines.<sup>111</sup> For project sites with existing impervious surface coverage of greater than 50 percent, such as the present project site, these guidelines require that the post-development stormwater runoff rate and volume be reduced by 25 percent relative to pre-development conditions for the two-year, 24-hour design storm. To comply with these guidelines, the proposed project design incorporates a pervious green roof on a portion of the building roof and a stormwater-capturing planting strip along the Dr. Tom Waddell Place frontage of the building. These facilities would reduce total stormwater runoff volume and stormwater runoff rate from the project site as compared to existing conditions. Further, the project's stormwater compliance strategy would be subject to SFPUC review and approval. Therefore, the project would comply with the guidelines as required and would not increase stormwater flows from the project site.

### *Water Demand and Wastewater*

The proposed project would add approximately 427 residents and approximately 20 staff persons to the site. This would increase the project site daily population by approximately 447 persons as compared with existing conditions, which would result in increased water demand and increased wastewater flows.<sup>112</sup>

Although the proposed project would incrementally increase the demand for potable water in San Francisco, the estimated increase in demand is not in excess of amounts expected and provided for in the project area by the utility service provider: according to the SFPUC projections through the year 2040, sufficient supplies are available through existing water entitlements to serve existing and projected new development.<sup>113</sup> Further, as required by the San Francisco Green Building Code,<sup>114</sup> the proposed project would incorporate water-conserving design features, such as low-flush toilets and urinals, which would reduce both water demand and wastewater production. The project site is not located within a designated recycled water use area, as defined in San Francisco's Recycled Water Ordinance 390-91 and 393-94.<sup>115</sup> The

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111 San Francisco Public Utilities Commission, *San Francisco Stormwater Management Requirements and Design Guidelines*, May 2016. <http://www.sfwater.org/Modules/ShowDocument.aspx?documentID=9026>, accessed October 18, 2017.

112 Replacement unit residents are not counted as part of this demand because they are currently accommodated on the project site and would also be accommodated as part of the proposed project.

113 San Francisco Public Utilities Commission, *2015 Urban Water Management Plan*, June 14, 2016. This document is available for review at: <http://www.sfwater.org/modules/showdocument.aspx?documentid=9300>, accessed October 18, 2017.

114 San Francisco Green Building Code, [http://library.amlegal.com/nxt/gateway.dll/California/sfbuilding/greenbuildingcode2016edition?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca\\$anc=JD\\_GreenBuilding](http://library.amlegal.com/nxt/gateway.dll/California/sfbuilding/greenbuildingcode2016edition?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_GreenBuilding). Accessed online, November 8, 2017.

115 SFPUC, *Designated Recycled Water Use Areas in San Francisco*. <http://sfgov.maps.arcgis.com/home/webmap/viewer.html?webmap=c7681b7bfc0d43ac92809f37c4d0f1cc&extent=-122.6051,37.6673,-122.2759,37.8627>. Accessed online, November 8, 2017.

project therefore would not be required to install a recycled water system. Further, wastewater and water lines that serve the project site have sufficient capacity to serve the population added to the area by the project. As part of the typical project review process, the project sponsor would coordinate with SFPUC to ensure that any increases in wastewater could be met by sewer system capacity. No existing laterals would be used by the project and all lateral connections would be new and replaced to current SFPUC standards. Moreover, the SFPUC would also review and approve dewatering discharge into the sewer system and would coordinate with the sponsor related to any modifications that affect the street flow, including but not limited to sidewalk bulbouts and altered or moved catch basins.

The SFPUC's treatment facilities have adequate capacity to serve the growth anticipated in the general plan. The project would not cause collection treatment capacity of the sewer system in the city to be exceeded. In addition, the proposed project would be required to comply with San Francisco's Mandatory Use of Alternate Water Supplies in New Construction Ordinance, adopted as Chapter 12C of the San Francisco Health and Safety Code. This ordinance regulates the collection, treatment and use of alternate water sources in San Francisco.

The project would provide approximately 2,700 sf of courtyard/open space. While it is unknown how much of that space would be landscaped, if the project installs 500 sf or more of landscape areas, it would be required to comply with San Francisco's Water Efficient Irrigation Ordinance, adopted as Chapter 63 of the San Francisco Administrative Code and the SFPUC Rules and Regulations Regarding Water Service to Customers. The project's landscape and irrigation plans shall be reviewed and approved by the SFPUC prior to installation.

With regard to the project's construction phase, CCSF Ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from San Francisco Public Utilities Commission (SFPUC). Non-potable water must be used for soil compaction and dust control activities during project construction or demolition. Recycled water is available from the SFPUC for dust control on roads and streets. However, per state regulations, recycled water cannot be used for demolition, pressure washing, or dust control through aerial spraying. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

For the reasons discussed above, the water and wastewater service demand associated with the project-related residential population increase would not exceed the service capacity of the existing wastewater treatment provider or substantially increase the demand for wastewater treatment or stormwater drainage facilities, and thus would not require the construction of new facilities or expansion of existing facilities. Therefore, this impact would be less than significant.

**Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)**

In September 2015, the city entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County, through September 2024 or until 3.4 million tons have been disposed, whichever occurs first. The city would have an option to renew the agreement for a period of six years or until an additional 1.6 million tons have been disposed, whichever occurs first.<sup>116</sup> The Recology Hay Road Landfill is permitted to accept up to 2,400 tons per day of solid waste. At that maximum permitted rate, the landfill has the capacity to accommodate solid waste until approximately 2034. Under existing conditions, the landfill receives an average of approximately 1,850 tons per day from all sources, with approximately 1,200 tons per day from San Francisco, which includes residential and commercial waste and demolition and construction debris that cannot be reused or recycled<sup>117</sup> (see discussion below). At the current rate of disposal, the landfill closure has operating capacity until 2041. The city's contract with the Recology Hay Road Landfill will extend until 2031 or when the city has disposed 5 million tons of solid waste, whichever occurs first. At that point, the city would either further extend the landfill contract or find and entitle an alternative landfill site.

The project's population is part of the population growth taken into account in the San Francisco General Plan 2014 Housing Element Update, as discussed under section E.3. (Population and Housing), above, and therefore can be assumed to have been taken into account in waste management planning. Further, the project would be required to implement the city's Mandatory Recycling and Composting Ordinance (No. 100-09), the objective of which is to minimize the City's landfill trash generation. In compliance with this ordinance, the project would be required to provide convenient facilities for the separation of recyclables, compostables and landfill trash for its users. All occupants of the project would be required to separate disposed material.

Project construction also would generate demolition and construction waste. The city's Mandatory Construction and Demolition Debris Recovery Ordinance (No. 27-06) requires that, in order to obtain a permit for complete demolition, the project sponsor must submit a Demolition Debris Recovery Plan to the San Francisco Department of the Environment that provides for a minimum of 65 percent diversion from landfill of construction and demolition debris, and source separation for reuse or recycling. This plan must be submitted to and approved by the Department of the Environment before the Department of Building Inspection will issue a Full Demolition Permit. Demolition and construction debris such as would be generated by the proposed project is included in the city's land waste generation daily averages cited above. As discussed above, the city has access to adequate landfill capacity at least through 2031 and potentially through 2041, and anticipates that an adequate alternative site will be identified at that point. On this basis, the city has adequate solid waste capacity to serve the proposed project.

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116 San Francisco Planning Department, 2015, *Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County, Final Negative Declaration*, Planning Department Case No. 2014.0653, May 21. Available online at: [http://sfmea.sfplanning.org/2014.0653E\\_Revised\\_FND.pdf](http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf). Accessed October 23, 2017.

117 CalRecycle, 2010, *Jurisdiction diversion/disposal rate detail*, . Available online at: <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=438&Year=2010>. Accessed October 23, 2017.

Therefore, the project's impact with respect to landfill capacity would be less than significant.

**Impact UT-4: Construction and operation of the proposed project would comply with all applicable statutes and regulations related to solid waste. (Less than Significant)**

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an integrated waste management plan to establish objectives, policies, and programs relative to waste disposal, management, source reduction and recycling. San Francisco's Mandatory Recycling and Composting Ordinance (No. 100-09) and Mandatory Construction and Demolition Debris Recovery Ordinance (No. 27-06), with which the proposed project would be required to comply, are responsive to the requirements of AB 939. Reports generated by the San Francisco Department of the Environment show the city generated approximately 870,000 tons of waste material in 2000; by 2010, that figure had decreased to approximately 455,000 tons annually<sup>118</sup>. Further, San Francisco had a goal of diversion of 75 percent of city-generated solid waste by 2010, which in 2012 (the most recent year reported),<sup>119</sup> and has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. The project would be required to comply with the City's waste reduction ordinances and therefore would result in a less-than-significant impact regarding compliance with all applicable statutes and regulations related to solid waste.

**Impact C-UT-1: The proposed project, in combination with past, present and reasonable foreseeable future projects, would not result in a cumulative impact related to utilities and service systems. (Less than Significant)**

Cumulative development in the project vicinity would incrementally increase demand for utilities and service systems within the city, but not beyond levels anticipated and planned for by the City's public service providers. The SFPUC has accounted for the anticipated growth in its water demand and wastewater service projections. The City also has implemented various programs to minimize generation of solid waste disposed to landfills from all projects, as discussed above. All development projects in the city, including development that contributes to demand for utility service in the immediate vicinity of the proposed project, as well as projects throughout the city that contribute to water demand and the demand for wastewater treatment and for solid waste disposal, are required to comply with the City's water conservation, wastewater minimization and solid waste reduction ordinances and policies. Compliance with these ordinances would reduce the effects of cumulative demand for utility capacity and services such that service capacities would not be exceeded; therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, have been

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<sup>118</sup> Ibid. footnote 117.

<sup>119</sup> San Francisco Department of the Environment, Zero Waste Program, "San Francisco Sets North American Record for Recycling and Composting with 80 Percent Diversion Rate." Available online at: <https://sfenvironment.org/news/press-release/mayor-lee-announces-san-francisco-reaches-80-percent-landfill-waste-diversion-leads-all-cities-in-north-america>. Accessed October 18, 2017.

accounted for in these plans and would not result in a cumulative utilities and service systems impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>11. PUBLIC SERVICES</b>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact PS-1: The proposed project would increase demand for police or fire protection services, but would not require construction of new or physically altered facilities, associated with the provision of such services, that could cause significant environmental impacts. (Less than Significant)**

The project site currently receives police protection services from the San Francisco Police Department. The Northern police station, located at 1125 Fillmore Street, approximately 0.9 mile away, serves the project site.<sup>120</sup> The station underwent seismic, structural, electrical and plumbing improvements in 2016 and no expansions of the station are proposed. Fire Station 36, located about 1,200 feet distant at 109 Oak Street, provides fire protection and first responder services for the project site.<sup>121</sup> This fire station was upgraded and completely renovated in 2015. In addition, a new public safety building, which serves as citywide police and fire headquarters, was completed in 2016. There are no current plans to construct or expand additional police or fire stations to serve the project area.

The project would add approximately 427 residents and about 168,200-gsf of net new building space to the project site. The project would comply with the regulations of the 2016 *California Fire Code*, which includes requirements for fire protection systems, such as the provision of smoke alarms and fire extinguishers, adequate building access, and emergency response systems. Further, operations of the projects would be subject to the campus security regulations and

120 San Francisco Police Department website: <http://sf-police.org/index.aspx?page=825>. Accessed on October 25, 2017.

121 San Francisco Fire Department website, <http://sf-fire.org/FIRE-STATION-LOCATIONS>. Accessed October 25, 2017.

policies, and hazard mitigation and emergency operations programs of the San Francisco Conservatory of Music,<sup>122</sup> which would own and operate the project facility.

The proposed project would incrementally contribute to increased service call volume, and potential traffic delays for police department and fire department services due to cumulative development in the project area, but the project's contribution would not likely be substantial compared to the existing demand and capacity for police, fire suppression and emergency medical services in the city. As needed, police department and fire department would minimize potential localized level of service impacts by shifting primary response duties to other nearby police or fire stations. Project-related increases to the city's tax base would contribute to the funding of increased services. For the reasons discussed above, the proposed project would not require the construction or alteration of a police or fire station or affect response times, service ratios, or other performance objectives related to police and fire protection services and this impact would be less than significant.

**Impact PS-2: The proposed project would not result in a substantial increased demand for school facilities and would not require new or expanded school facilities. (Less than Significant)**

The proposed project would provide three faculty dwelling units and approximately 420 student beds in 113 two- and three-bedroom group housing units; and would replace-in-kind 27 apartments that would be displaced by demolition of one of the two existing buildings. The student units would accommodate college students attending the San Francisco Conservatory of Music and would not contribute school age students to the project area. The residents of the 27 replacement units would be expected to have similar family composition to the existing units and thus would not be expected to contribute new school-age children to the project area. Two of the faculty residences included in the project would be studio apartments that would not be expected to be occupied by families with school-age children; one of the faculty units would include two bedrooms. Based on San Francisco's average household size of 2.32,<sup>123</sup> the project would be expected to generate a total of no more than two school-age children. The project would contribute to the costs to the San Francisco Unified School District of providing services for these students through payment of the required citywide development impact fee, which is \$2.24 per square foot of assessable space for residential development constructed within the school district, to be paid to the district.<sup>124</sup>

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122 San Francisco Conservatory of Music, *Annual Campus Safety and Security Report and Annual Fire Safety Report for 2016*. Available online at: <https://sfc.edu/sites/default/files/Annual%20Campus%20Safety%20and%20Security%20and%20Annual%20Fire%20Safety%20Report%202016.pdf>. Accessed October 25, 2017.

123 U.S. Census, 2010 statistics. Available online at:

<https://www.census.gov/quickfacts/fact/table/sanfranciscocountycalifornia/AGE115210>. Accessed October 25, 2017.

124 San Francisco Unified School District, 2016, *Developer Impact Fee Annual and Five Year Reports for the Fiscal Year Ending June 30 2016*, November. Available online at: [http://www.sfusd.edu/en/assets/sfusd-staff/\\_site-wide/files/SFUSD\\_AnnualFiveYearReports\\_FY1516.pdf](http://www.sfusd.edu/en/assets/sfusd-staff/_site-wide/files/SFUSD_AnnualFiveYearReports_FY1516.pdf). Accessed October 25, 2017.

The small number of school-age children potentially associated with the project could readily be accommodated at existing public schools in the area. The public San Francisco County Civic Center Secondary School and Tenderloin Community Elementary School are each within about one-third of a mile of the project site, John Muir Elementary School/Preschool is 0.6 miles distant, and Rosa Parks Elementary School is 0.8 mile distant from the project site. The private Chinese American International School and the French American International School are each within 1,000 feet of the project site, as are a number of private preschools. There are a number of additional private schools and academies as well as other public schools within one mile.

Starting in 2008, after a period of enrollment decline from peak levels in 1994, the SFUSD saw kindergarten enrollments begin to increase. Enrollment increases of 3,000 to 6,000 students (a 5 to 10 percent increase over 2015 levels) were anticipated by 2023. About 30 percent of these increases were expected to be in the Bayview District; negligible continued growth of SFUSD enrollment in the Tenderloin is anticipated.<sup>125</sup> The need for construction or major expansion of schools is not envisioned for this district.<sup>126</sup>

In summary, because the proposed project would generate only a small number of school-age children, the proposed project would not result in a substantial increased demand for school facilities. School district projections, which take into account anticipated population growth in the area as set forth in the general plan and other applicable area plans, do not anticipate the need for new schools in the project area. It therefore can be concluded that the project would not result in a need for new or expanded school facilities. The proposed project therefore would result in a *less-than-significant* impact on school facilities.

**Impact PS-4: The proposed project would not substantially increase the demand for other government services, and would not necessitate the need for new or physically altered government facilities to meet service performance objectives. (Less than Significant)**

The residential population added to the neighborhood and the city by the proposed project would consist primarily of college students (420 college student group housing beds) and faculty (three faculty housing units). Population increase in the area from development of the proposed project would be nominal compared to population growth for the city overall. The project area is adequately served by government facilities, including the service agencies at the adjacent Civic Center and the nearby main branch of the San Francisco Public Library. The population of the proposed project would not generate the need for new or physically altered government facilities. Therefore, the proposed project would have a less than significant impact on governmental facilities.

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<sup>125</sup> San Francisco Unified School District *Enrollment Projections (Preliminary Results 2015)*. Available online at: [http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/board-presentations/Enrollment%20Projections\\_Sep%2029%202015.pdf](http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/board-presentations/Enrollment%20Projections_Sep%2029%202015.pdf). Accessed October 25, 2017.

<sup>126</sup> San Francisco Unified School District, *Capital Plan FY 2010-2019*, n.d. Available online at: <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf>. Accessed October 25, 2017.

**Impact C-PS: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not have a substantial cumulative impact to public services. (Less than Significant)**

The proposed project, in combination with the other residential and mixed-use projects proposed in the area, would incrementally increase demand for public services, which include fire protection, police protection, schools, parks, and other governmental services. The Fire Department, the Police Department, the SFUSD, and other City agencies have accounted for such growth in providing public services to the residents of San Francisco. Nearby cumulative development projects would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to public services.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>12. BIOLOGICAL RESOURCES — Would the project:</b>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located in a developed area of San Francisco. The existing project site is fully built out with impervious surfaces. It provides no habitat for special status plants or wildlife, and does not include any riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Wildlife and the United States Fish and Wildlife Service, or any wetlands as defined by Section 404 of the Clean Water Act. Questions 13a, b and c therefore are not applicable to the proposed project. The proposed project does not fall within any local, regional or state habitat conservation plan areas; therefore, Question 13f also is not applicable to the proposed project.

**Impact BR-1: The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant)**

Approximately 400 resident and migratory species of birds are present in San Francisco. Nesting birds, their nests, and eggs of most birds (excluding only starlings and English sparrows) are fully protected by the California Fish and Game Code sections 3503 and 3503.5 and the federal Migratory Bird Treaty Act.

There are four existing street trees along the sidewalk adjacent to the Van Ness Avenue façade of the project site that potentially could provide nesting habitat for native or migratory birds. Construction noise has the potential to affect nesting behavior in adjacent trees. However, the project site is adjacent to the busy Van Ness Avenue traffic corridor, which is likely to be selected for nesting only by birds that are well-habituated to traffic noise. Any such birds also are likely to be unaffected by construction noise at the project site. However, if a tree with an active nest were to be removed as part of the project, resultant disruption of the nesting activity would impede the use of a native or migratory nesting bird nursery site. As discussed below, removal of a street tree requires a permit from San Francisco's Public Works department. To ensure protection of nesting migratory birds, tree removal activities preferably would be conducted during the non-breeding season. If tree removal during nesting season (September through February), were proposed, the project sponsor would be required to comply with Fish and Game code sections 3503 and 3503.5, and Migratory Bird Treaty Act requirements as conditions of the Public Works tree removal permit. In this case, a qualified ornithologist or wildlife biologist would conduct a survey of trees to be removed within one to two weeks of the proposed tree removal (depending on the season) to determine whether any active nests are present and to identify measures to avoid

impacts on nesting birds. Compliance with the requirements of the state and federal law would ensure that there would be no significant impact on migratory birds as a result of tree removal and construction disturbances.

The location, height, and material of buildings, particularly transparent or reflective glass, may present risks for birds as they travel along their migratory paths. The City has adopted guidelines to address this issue and provided regulations for bird-safe design within San Francisco. Planning Code section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.<sup>127</sup> The project site is not located in or within 300 feet of a designated urban bird refuge, so the standards concerning location-related hazards are not applicable to the proposed project.<sup>128</sup> The proposed project would be required to comply with the building feature-related hazards standards of Section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazards.

The proposed project would be subject and required to and would comply with City-adopted regulations for bird-safe buildings and federal and state migratory bird regulations; therefore, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors and the impact would be less than significant.

**Impact BR-2: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)**

The project could necessitate the removal of up to four street trees along the Van Ness façade of the project site. None of the other project facades includes street trees. One of the street trees along the Van Ness Avenue façade, a mature plane tree on the sidewalk adjacent to the existing 214 Van Ness Avenue building entrance, meets the city's definition of a significant tree based on height, canopy width and trunk diameter. The City's Urban Forestry Ordinance, Public Works Code sections 801 et. seq., requires a permit from Public Works to remove any protected trees, which includes significant trees and street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. Removal of any of such a tree would require a permit per Section 806(b)(3) of the Public Works Code. The Director of Public Works may authorize removal of a significant tree after only after factors such as size, age, species, visual and aesthetic characteristics, cultural and historic characteristics, or ecological characteristics have been considered (Section 810A (c)).

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127 San Francisco Planning Department, *Standards for Bird-Safe Buildings*, July 14, 2001. Available online at: [http://208.121.200.84/ftp/files/publications\\_reports/bird\\_safe\\_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%202011-30-11.pdf](http://208.121.200.84/ftp/files/publications_reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%202011-30-11.pdf). Accessed October 23, 2017.

128 San Francisco Planning Department, *Urban Bird Refuge Map*. Available online at: [http://www.sf-planning.org/ftp/files/publications\\_reports/library\\_of\\_cartography/Urban\\_Bird\\_Refuge\\_Poster.pdf](http://www.sf-planning.org/ftp/files/publications_reports/library_of_cartography/Urban_Bird_Refuge_Poster.pdf). Accessed October 24, 2017.

In addition, Planning Code section 806(d)(2) requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted. Based on this requirement, the project would need to include 18 street trees; or 14 new trees if the existing trees are retained. If trees were removed on Van Ness Avenue, they would be replaced, and a minimum of nine additional new trees would be planted along the project sidewalks on Van Ness and or Hayes Street. As the sidewalk along the 110-foot-long Dr. Tom Waddell Place frontage is too narrow to accommodate street trees, the project would be required to pay an in lieu planting fee to DPW or fulfill all or a portion of the requirement by providing alternative approved landscaping in accordance with Public Works Code Section 806. Because the proposed project would not conflict with the City's local tree ordinance, this impact would be less than significant.

**Impact C-BR: The proposed project in combination with other past, present or reasonably foreseeable projects, would not result in significant impacts to biological resources. (Less than Significant)**

The cumulative development projects noted in Table 2, page 22, coupled with projected local and regional growth, would result in an overall intensification of land uses within a dense urban environment. The project vicinity, including the projects listed in Table 2, does not currently support any candidate, sensitive, or special-status species, any riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service, or any wetlands.

The proposed project and other nearby development projects would add to the number of tall buildings in the area that potentially could increase the number of birds killed or injured as a result of bird strikes. In addition, like the proposed project, nearby cumulative projects would likely result in the at least temporary removal of existing street trees and/or other vegetation. However, as with the proposed project, nearby cumulative projects would also be subject to state and federal codes and regulations that protect special-status bird species, and to the City's bird-safe building and urban forestry ordinances. Compliance with these ordinances would reduce the cumulative effects of development projects to less-than-significant levels. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to biological resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>13. GEOLOGY AND SOILS —Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would connect to the City's sewer and stormwater collection and treatment system and would not use a septic water disposal system. Therefore, Topic 14e is not applicable to the project site.

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project. Responses in this section rely on the information and findings provided in the Preliminary Geotechnical Study for the project site, augmented by data from other nearby investigations.<sup>129</sup> The geotechnical study relied on available geotechnical data from investigations between 1977 and 2015 at four prior project sites in close proximity to the proposed

<sup>129</sup> Rockridge Geotechnical, 2016, *Geotechnical Investigation, Proposed Mixed-Use Building, San Francisco Conservatory of Music, 200-214 Van ness Avenue, San Francisco, California*, August 29.

project, augmented by a single geotechnical boring in 2016 on the project site, to assess underlying soils and develop preliminary geotechnical design conclusions and recommendations.

Based on test borings conducted on the site and in the project vicinity, the site appears to be underlain by 8 to 10 feet of undocumented fill, generally consisting of very loose to medium dense sand with varying amounts of debris. The fill is underlain by medium dense to dense native dune sand to a depth of approximately 25 feet. Below 25 feet, the sand becomes dense to very dense and is interlayered with thin marsh deposits layers at depths of approximately 20, 33 and 39 feet below ground surface (bgs) across the site. These marsh deposits generally are less than one foot thick and have a high organic content. Geoarchaeological assessment at the adjacent site at 150 Van Ness Avenue, which encountered what appear to be the same sediments, determined that these deposits represent seasonal fresh water tule marsh ponds among the prehistoric sand dunes.<sup>130</sup> Ground water (which fluctuates seasonally) was encountered in borings at a depth of 15.5 feet; a design high groundwater at 14-foot depth is assumed.

The project geotechnical analysis examined underlying soils of the project site and made preliminary geotechnical recommendations related to foundation design and excavation operations on the project site. The proposed project would include two basement levels above a mat foundation. The floor of the lower basement level would be 30 feet below grade. This would be underlain by an 8-foot thick concrete mat foundation that would transition to 4-foot thick under the concrete core walls, with an additional 3 inches of overexcavation to install a rat slab under the mat slab. Maximum excavation depth therefore would vary from approximately 34 feet to 38 feet. On the basis of the results of project geotechnical investigation, a mat foundation would be suitable foundation design, and soil improvements would not be required for project construction. The geotechnical analysis indicated that the project site is suitable for the construction of the proposed project as described, as detailed below.

**Impact GE-1: The proposed project would not result in exposure of people and structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake faults, seismic ground-shaking, liquefaction, cyclic densification, or lateral spreading. (Less than Significant)**

The project site is located approximately seven miles east of the San Andreas Fault, 10 miles northeast of the San Gregorio fault and approximately 11 miles west of the Hayward Fault. The U.S. Geological Survey's 2014 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay area in order to estimate the probability of fault segment rupture. The overall probability of a magnitude 6.7 or greater earthquake occurring in the San Francisco Region during the next 30 years (starting from 2014) is

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130 Personal communication, Jay Rehor, AECOM, Oakland, CA, October 20, 2017.

estimated at 72 percent. The highest probabilities are assigned to the Hayward Fault and the northern segment of the San Andreas Fault.<sup>131</sup>

The project site is not located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act.<sup>132</sup> The geotechnical analysis found no evidence of active faulting on the project site. In a seismically active area such as the San Francisco, the possibility exists for future faulting in areas where no faults were previously known. However, the potential for identifying previously unidentified faults at the project site was assessed as low.

As shown in the *San Francisco General Plan Community Safety Element*<sup>133</sup>, the project site is within an area subject to “strong” to “very strong” ground shaking (structural damage) from a Magnitude 7.2 earthquake along the San Andreas Fault (Map 2) and “strong” shaking intensity from a Magnitude 6.5 earthquake along the Northern Hayward Fault (Map 3). Strong ground shaking during an earthquake can result in ground failure associated with soil liquefaction,<sup>134</sup> lateral spreading,<sup>135</sup> cyclic densification,<sup>136</sup> and landslides. According to the Community Safety Element (Map 4, titled “Seismic Hazard Zones—San Francisco, 2012”), the project site is not subject to landslide. However, a portion of the project site is located in an area of liquefaction hazard potential<sup>137</sup>.

Results of the geotechnical investigation suggested that while the liquefiable soil layers beneath the project footprint have sufficient relative density and/or are discontinuous, such that the potential for lateral spreading to occur at the site is very low, differential settlement could occur due to liquefaction and cyclic densification. To ensure that an unacceptable level of settlement would not occur under the foundation, preliminary project foundation design specifies the removal of the potentially liquefiable soil layers (above 30 feet depth) during construction. This design measure would minimize liquefaction that could lead to differential settlement. Cyclic differentiation (differential compaction) also could lead to differential settlement between the proposed building and the surrounding sidewalk, which potentially could damage entry slabs and utility connections entering the building. To minimize the potential for this hazard, the

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131 Field, E.H., and 2014 Working Group on California Earthquake Probabilities, 2015, *UCERF3: A new earthquake forecast for California's complex fault system: U.S. Geological Survey 2015–3009*. Available online at: <https://dx.doi.org/10.3133/fs20153009>. Accessed October 31, 2017.

132 California Geological Survey, *Alquist-Priolo Earthquake Fault Zone Maps*. Available online at: [http://www.quake.ca.gov/gmaps/ap/ap\\_maps.htm](http://www.quake.ca.gov/gmaps/ap/ap_maps.htm). Accessed October 31, 2017.

133 City and County of San Francisco, *Community Safety Element, General Plan Update*, October 2012. Available online at: [http://www.sf-planning.org/ftp/General\\_Plan/Community\\_Safety\\_Element\\_2012.pdf](http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf). Accessed online October 31, 2017.

134 Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

135 Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

136 Soil compaction, or cyclic densification, is a phenomenon in which non-saturated, cohesionless soil is densified by earthquake vibrations, causing settlement.

137 Ibid. footnote 133.

project would incorporate flexible utility connections, and entry slabs would be hinged or, if damaged in a major earthquake, would be repaired.

The final building plans would be subject to the approval of the San Francisco Department of Building Inspection. To ensure compliance with all building code provisions regarding structural safety, the department would review the project geotechnical report and building plans and data from past geological and geotechnical investigations to determine the adequacy of necessary engineering and design features. The department could require that additional site specific soils report(s) be prepared in conjunction with permit applications, as needed. The department's requirement for a geotechnical report and review of the building permit application pursuant to implementation of the building code, and incorporation of the design measures identified above, would avoid potential damage to structures from geologic hazards. Therefore, the proposed project would result in less-than-significant impacts from exposure of people and structures to substantial adverse effects from seismic events and geological hazards.

**Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion. (Less than Significant)**

The project site is completely covered with impervious surfaces under the existing conditions. The proposed project would entail demolition of the existing buildings and foundations, and excavations to nearly 40 feet depth for construction. In compliance with the terms of the Regional Water Quality Control Board's State Construction General Permit, which would be applicable to the project, the project sponsor would be required to design and implement erosion and stormwater runoff control measures and develop and implement a project-specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) that would be implemented to reduce potential impacts to surface water quality during the construction of the project. Therefore, the proposed project would result in less-than-significant impacts related to substantial soil erosion and loss of top of soil.

**Impact GE-3: The proposed project would not be located on a geologic unit or soil that is unstable, nor would the project site become unstable as a result of the project, and thus would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)**

The parcel is located on a level, previously-graded site. The topography around the project site does not include hills or cut slopes and is not susceptible to landslides.

As discussed above, groundwater is present on the site at a depth as shallow as 14 feet below surface. The project would entail excavation to a depth of approximately 38 feet below surface, which would require dewatering of excavations, which potentially could result in subsidence at the site. The potential for subsidence would be addressed in final design of the project foundations. Soils underlying the project site are not susceptible to lateral spreading, but are susceptible to liquefaction. However, geotechnical analysis determined that because project

excavations would extend below the depth of sandy soils susceptible to liquefaction the project would not contribute to potential liquefaction at the site.

Sandy project soils have been assessed as highly susceptible to caving. To address this issue, temporary cut slopes inclined in accordance to OSHA guidelines would be used in the excavations where feasible. Temporary shoring would be required where temporary slopes are not possible because of space constraints. Recommended shoring systems for the project include cantilevered and tied-back soldier-pile-and-lagging systems. Tieback anchors, where used, would need to extend beneath the neighboring properties. This would require encroachment agreements with neighboring property owners and the City and County of San Francisco, and would not be permitted along Van Ness Avenue (which is a state highway) due to State of California Department of Transportation (Caltrans) restrictions. Along this face of the property, a conventional cantilevered soldier-pile-and-lagging shoring system would be used. It is anticipated that an active dewatering system consisting of a series of extraction wells installed both outside and inside the excavation would be required in conjunction with excavation shoring.

San Francisco building code requirements would ensure that project design includes analysis of the potential for unstable soil impacts as part of the project's design-level geotechnical investigation. On this basis, the potential impacts of unstable soils would be less than significant.

**Impact GE-4: The proposed project would not be located on expansive soil, as defined in Table multi-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. (Less than Significant)**

The sandy soils at the site are not considered expansive, so project foundations would not be at risk from the cracking effects of soil expansion and contraction. Further due to the San Francisco building code requirement that the project applicant include analysis of the potential for soil expansion impacts as part of the design-level geotechnical investigation prepared for the proposed project, potential impacts related to expansive soils would be less than significant.

**Impact GE-5: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)**

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources as they represent a limited, non-renewable resource and once destroyed, cannot be replaced. With rare exceptions, paleontological resources occur only in sedimentary rocks. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present.

The site is underlain by fill and then by dune sands to depths of at least 60 feet below street grade (the maximum depth explored), well below the depths of proposed project excavations.



Dune sands are sediments originally derived from rocks, but these have been altered, weathered, or reworked to a degree such that the presence of intact fossils or fossil deposits would not be expected. No unique geologic features are present on the surface of the project site, and it is not anticipated that any would be encountered during excavations. Because the likelihood that project excavations would encounter paleontological resources or unique geologic features is very low, the impact of the proposed project would be a less than significant.

**Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not have a substantial cumulative impact on geology and soils. (Less than Significant)**

Environmental impacts related to geology and soils are generally site-specific. Nearby cumulative development projects would be subject to the same seismic safety standards and design review procedures applicable to the proposed project. Compliance with the seismic safety standards and the design review procedures would ensure that the effects from nearby cumulative development projects would be reduced to less-than-significant levels. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to geology and soils.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>14. HYDROLOGY AND WATER QUALITY — Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<b>Topics:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Not Applicable</b>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is outside both the 1 percent (100-year) and the 0.2 percent (500-year) flood hazard zone of any above ground stream on the San Francisco Peninsula.<sup>138</sup> At an elevation of 57 feet above mean sea level, the project site has no potential to be affected by sea level rise by the year 2100 as projected by the City of San Francisco.<sup>139</sup> Further, it is not downstream of any levee or dam.<sup>140</sup> The project site therefore is not at risk of flooding from any source. Because of its elevation, distance from the nearest potential sources of flooding and intervening topography, the project site also is not susceptible to the potential effects of a tsunami or seiche.<sup>141</sup> The project

138 City and County of San Francisco, 2015, *San Francisco Interim Floodplain Map, Northeast San Francisco*. Based on FEMA Preliminary Flood Insurance Rate Map, November 12. Available online at: [http://sfgsa.org/sites/default/files/Document/SF\\_NE.pdf](http://sfgsa.org/sites/default/files/Document/SF_NE.pdf). Accessed November 3, 2017.

139 The City projects a sea level rise of 66 inches by the year 2100 in City and County of San Francisco, 2016, *San Francisco Sea Level Rise Action Plan*. Available online at: [http://default.sfplanning.org/plans-and-programs/planning-for-the-city/sea-level-rise/160309\\_SLRAP\\_Final\\_ED.pdf](http://default.sfplanning.org/plans-and-programs/planning-for-the-city/sea-level-rise/160309_SLRAP_Final_ED.pdf). Accessed November 3, 2017.

140 San Francisco Planning Department, 2012. "Map 06 – Potential Inundation Areas Due to Reservoir Failure" in *Community Safety Element of the General Plan of the City and County of San Francisco*. Available online at: [http://generalplan.sfplanning.org/Community\\_Safety\\_Element\\_2012.pdf](http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf). Accessed October 31, 2017.

141 California Emergency Management Agency (CalEMA), 2009, *Tsunami Inundation Map for Emergency Planning, State of California – City and County of San Francisco, San Francisco North Quadrangle, San Francisco South Quadrangle (San Francisco Bay)*, June 15.

also is not in or near a designated landslide zone.<sup>142</sup> It is located near the base of a long slope, which runs upward along Van Ness Avenue, but this slope is completely paved and is not susceptible to mudflow. For these reasons, there is no potential for project impacts with respect to flood- or landslide-associated events. Therefore, questions 15 g), h) i) and j) are not applicable.

**Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. (Less than Significant)**

The project site is located within the area of the city served by a combined stormwater and sewer system. Under such a system, wastewater (sewage) and stormwater are collected and comingled in underground piping and tunnels for conveyance to the City's wastewater treatment plants, operated by the San Francisco Public Utilities Commission (SFPUC). Under the proposed development, as under existing conditions, stormwater and wastewater from the project site would be discharged to the underground network that conveys the waters to the San Francisco Southeast Water Pollution Control Plant for treatment. SFPUC holds a National Pollutant Discharge Elimination System (NPDES) permit (regional board Order No. R2-2013-0029)<sup>143</sup> ("the Bayside NPDES permit") that covers the all of the Bayside wet-weather facilities, including combined sewer discharge structures located along the bayside waterfront from Marina Green to Candlestick Park. Wastewater and stormwater flows collected in the combined sewer system are directed to the City's wastewater treatment plants for primary or secondary treatment and disinfection. During wet weather conditions, when the combined flow may exceed the secondary treatment capacity, the combined flows receive the equivalent of primary treatment in transit, in the conveyance and storage boxes. The portion of the flow that exceeds the storage capacity of the conveyance boxes is then diverted to outfalls on the bay and ocean shore.

New development projects are required to comply with San Francisco's Stormwater Management Ordinance (No. 64-16)<sup>144</sup> (San Francisco Public Works Code Article 4.2, section 147). The intent of this ordinance is to reduce the volume of stormwater entering the City's combined and separate sewer systems—thus reducing the volume of combined wastewater flows, particularly in wet weather, and to protect and enhance the water quality of receiving waters. The SFPUC has developed Stormwater Management Requirements and Design Guidelines<sup>145</sup> in accordance with the requirements of this ordinance.

### **Construction Water Quality**

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142 San Francisco Planning Department, 2012, *Map 04 – Seismic Hazard Zones (Landslide Zones), Community Safety Element of the General Plan of the City and County of San Francisco*, October.

143 Regional Water Quality Control Board, *Order No. R2-2013-0029*. Available online at: [https://www.waterboards.ca.gov/sanfranciscobay/board\\_decisions/adopted\\_orders/2013/R2-2013-0029.pdf](https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2013/R2-2013-0029.pdf). Accessed online November 9, 2017.

144 San Francisco Stormwater Management Ordinance, No. 64-16. Available online at: <http://sfwater.org/modules/showdocument.aspx?documentid=9077>. Accessed November 9, 2017.

145 City of San Francisco, *Stormwater Management Requirements and Design Guidelines*. Available at: <http://www.sfwater.org/Modules/ShowDocument.aspx?documentID=9026>. Accessed online, November 6, 2017.

### ***Stormwater***

Construction activities have the potential to result in runoff of surface water that conveys sediments and other pollutants from the site, which could drain into the combined sewer and stormwater system. Stormwater runoff from temporary on-site use and storage of vehicles, fuels, wastes, and building materials could also carry pollutants to receiving waters if improperly managed.

Construction-related stormwater discharges from the project site to the combined sewer system would be managed in accordance with the Bayside NPDES Permit and site runoff would be subject to the construction site runoff requirements of Public Works Code Article 4.2, section 146. This requires any construction activity that would disturb 5,000 square feet or more of ground surface (such as the proposed project) to obtain a Construction Site Runoff Control Permit and to implement and maintain best management practices to minimize surface runoff, erosion, and sedimentation from the construction site. The application for the permit must also include an Erosion and Sediment Control Plan, which contains a vicinity map, site survey, existing and proposed topography, area drainage, proposed construction sequencing, proposed drainage channels, erosion and sediment controls, dewatering controls, if applicable, sampling, monitoring, and reporting schedules, and any other information deemed necessary by the SFPUC. Improvements to any existing grading, ground surface or site drainage must also meet the requirements of Article 4.2 for new grading, drainage, and erosion control. A building permit would not be issued until a Construction Site Runoff Control Permit has been submitted and approved. In addition, the proposed project would be required to comply with the Maher Ordinance (Article 22A of the San Francisco Health Code), which requires further site management and reporting requirements for potential hazardous soils (see Impact HZ-2 for discussion of the Maher Ordinance).

The provisions of the Construction Site Runoff Control Permit would require the project sponsor to conduct daily inspections and maintenance of all erosion and sediment controls and to provide inspection and maintenance information to the SFPUC. The SFPUC may also conduct periodic inspections of the site to ensure compliance with the Erosion and Sediment Control Plan. The project sponsor must notify the SFPUC at least two days prior to the start of construction, when the erosion and sediment control measures have been installed, and upon completion of final grading.

### ***Groundwater***

As discussed above, under Impact GE-2, groundwater is present at the site at approximately 14 feet below grade. Construction excavation to approximately 38 feet below grade and construction of permanent structures below this groundwater level could affect water quality. Any groundwater encountered during construction or operation of the proposed project would be subject to requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, and would require a permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may

be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. The geotechnical investigation<sup>146</sup> states that installation of an active dewatering system would be necessary prior to the start of excavations, to draw the groundwater down below at least three feet below the bottom of the planned excavation (that is, to approximately 41 feet below surface), to provide for a workable excavation. Localized passive dewatering, in which water is collected from trench drains around the perimeter and across the base of the excavation, also may be necessary. Dewatering would need to be maintained until there is sufficient building weight to resist the hydrostatic uplift pressure on the foundation (a period of approximately six months), at which time the groundwater may be allowed to rise to its normal elevation. The project structural engineer would determine when the temporary dewatering system can be turned off. The method used to dewater the excavation would be the responsibility of the contractor. If dewatering wells are needed for the proposed project, they would be subject to the requirements of the City's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), which require a project sponsor to obtain a permit from the Department of Public Health prior to constructing a dewatering well. The permit would require the use of construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring.

Ground water pumped from the excavation would ultimately be discharged to the City's combined wastewater system. Discharges of non-sewage wastewater to the combined sewer system, including water from construction dewatering, are subject to the permit requirements specified in Article 4.1 of the San Francisco Public Works Code as supplemented by San Francisco Public Works Order No. 158170. The proposed project would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC prior to any dewatering activities. This permit requires development and implementation of a pollution prevention program and specifies discharge limitations for specific chemical constituents as well as general conditions for the discharge. In addition, the discharge must meet the pre-treatment standards specified in Article 4.1, and the discharger must monitor the discharge quality for compliance with permit limitations. As needed, water pumped from the excavation would be held in settling tanks for removal of sediment before being discharged to the sewer. The proposed project also would be subject to the Maher Ordinance<sup>147</sup> to address the potential for soil and/or groundwater contamination. Based on the results of a Phase I Environmental Site Assessment (ESA), groundwater sampling and analysis and potential site remediation may be required to ensure that extracted water during construction dewatering meets the water quality standards for

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146 Rockridge Geotechnical, 2016, *Geotechnical Investigation, Proposed Mixed-Use Building, San Francisco Conservatory of Music*, 200-214 Van Ness Avenue, San Francisco, California. August 29.

147 "Maher Ordinance", *San Francisco Health Code Article 22A*. Available online at: [http://library.amlegal.com/nxt/gateway.dll/California/health/article22aanalyzingsoilsforhazardouswast?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco\\_ca](http://library.amlegal.com/nxt/gateway.dll/California/health/article22aanalyzingsoilsforhazardouswast?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca). Accessed online November 9, 2017.

discharge to the combined sewer system.<sup>148</sup> The discharger would be required to submit periodic water quality reports to the SFPUC, which operates the sewer system. The Department of Building Inspection would conduct periodic inspections to ensure compliance. The SFPUC has the discretion to require sampling, metering, and monitoring for storm water and other wastewater discharges from the project site, if necessary.

Compliance with these regulatory requirements, implementation of the Erosion and Sediment Control Plan and best management practices during construction activities and the fact that site runoff would be treated pursuant to the City's NPDES permit prior to discharge to receiving waters would render construction impacts to water quality *less than significant*.

## **Operational Water Quality**

### ***Stormwater***

Runoff from mixed-use properties may contain oil and grease; dissolved metals such as lead, zinc, cadmium, copper, chromium and nickel; nutrients from fertilizers; sediments and trash; and organic compounds. Stormwater at the beginning of the rainy season ("first flush") may include high pollutant concentrations.

Water quality in stormwater runoff is regulated locally by the San Francisco Stormwater Management Ordinance, which provides implementation guidance with the San Francisco Stormwater Management Requirements and Design Guidelines, as noted above. In accordance with these guidelines, projects that would develop, create and/or replace 5,000 square feet of impervious surface, and would discharge to the combined sewer system, must include implementation of low impact design and best management practices to manage the flow rate and volume of stormwater that enters the combined sewer system. This requirement applies to the proposed project. Accordingly, since more than 50 percent of the project site is covered with impervious surfaces under existing conditions, the project would be required to reduce the existing runoff flow rate and volume by 25 percent for a 2-year, 24-hour design storm. This would be accomplished by use of best management practices set forth in the Stormwater Management Requirements. Examples include the incorporation of rainwater harvesting, vegetated roofs, permeable paving, and bio-retention planters in project design, as measures to reduce stormwater discharge through infiltration on site. Alternatively, if site conditions limit the potential for stormwater infiltration, the project sponsor may apply to SFPUC for modified compliance to adjust the amount by which the proposed project must reduce stormwater runoff volume and flow rates as compared to existing conditions.

To minimize water quality impacts, the proposed project would also be required to prepare a Stormwater Control Plan for review and approval by the SFPUC. The plan would contain detailed descriptions of site design, source control, and stormwater treatment best management

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<sup>148</sup> More detailed discussion of potential soil contamination is presented under "Hazards and Hazardous Materials", section E.16 of this document. Subsurface soils may include petroleum products and other automotive servicing-related hazardous materials because the 200 Van Ness parcel was used for automotive sales and servicing for several decades.

practices as well as a post-construction operations and maintenance plan. The project sponsor also would be required to commit to a maintenance agreement, to ensure that the stormwater controls are maintained in perpetuity. With implementation of the low impact design and best management practice features, preparation of the stormwater control plan, and compliance with San Francisco and state regulatory requirements for water quality standards, the operational water quality impacts of the proposed project would be less than significant.

In summary, in accordance with state and City regulations, the proposed project would be required to prepare and implement an Erosion and Sediment Control Plan for construction activities; obtain a discharge permit for dewatering activities; incorporate low impact design and best management practices for stormwater management in the project; and implement an approved Stormwater Control Plan for post-construction activities. Through the development review process, the City would ensure that the proposed project complies with various statutory requirements necessary to minimize stormwater and wastewater pollutants. Combined wastewater from the project site also would be treated pursuant to the City's NPDES permit prior to discharge to receiving waters. Therefore, impacts related to water quality from development of the proposed project would be less than significant.

**Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table. (Less than Significant)**

The project site is entirely covered with impervious surfaces that greatly limit surface water infiltration to the groundwater under existing conditions. The proposed project would not result in an increase in impervious surface and, through compliance with the City's stormwater management ordinance, would in fact be required to reduce runoff and infiltrate a larger volume of stormwater on site than under existing conditions. Project operations therefore would not interfere substantially with groundwater recharge.

As discussed above, groundwater is present throughout the project site at approximately 14 feet below grade. The proposed project's excavation is anticipated to encounter groundwater, which has the potential to affect groundwater supplies. Although dewatering would be required during approximately six months of construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. The proposed project would not require long-term, continuous dewatering following construction. The underground structure would be waterproofed to prevent groundwater seepage and constructed to withstand the hydrostatic pressure of the groundwater. The specifications for construction dewatering and protection against long-term groundwater intrusion are outlined in the geotechnical investigation for the proposed project and will be reviewed by the Department of Building Inspection as part of the building permit process. The project site is located in the

Downtown San Francisco Groundwater Basin.<sup>149</sup> This basin is not used as a drinking water supply and there are no plans for development of this basin exist for groundwater production.<sup>150</sup>

Thus, the impacts to groundwater from development of the proposed project would be less than significant.

**Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. (Less than Significant)**

The project site is currently covered with impervious surfaces and does not contain any streams or water courses. Therefore, the proposed project would have no impact with respect to altering the course of a stream or river or substantially alter the existing drainage pattern of the project site or area.

Construction activities have the potential to result in erosion and transportation of soil particles off site through excavation and grading activities. However, as discussed above, under Impact HY-1, the project sponsor would be required to develop and implement an Erosion and Sediment Control Plan to minimize the potential for on- or off- site erosion or siltation, which would reduce potential impacts from construction related-activities to a less-than-significant level. Under the proposed project, stormwater would be routed to the City's combined sewer system. Project design and operation would be required to comply with the City's Stormwater Management Requirements and Design Guidelines, which require stormwater flows from new development to be reduced by up to 25 percent as compared to existing conditions, and implementation of site design, source control, and stormwater treatment measures for the protection of water quality. Therefore, the project would not result in an increase in the rate or amount of surface runoff in a manner that would result in substantial erosion, siltation, or on- or off-site flooding, and the project's impact would be less than significant.

**Impact HY-4: The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)**

The proposed project involves the construction of mixed-use housing on an existing fully-developed and impervious site that is connected to the City's combined sewer system. The proposed project would not result in an increase of impervious surfaces (and in fact would be required to reduce stormwater flows from the site). The project site is located in an area that at one time was marshy, and likely was filled through grading of local sand dunes in the 1880s. Structures on the site were destroyed and were burned in the 1906 earthquake and fire, and

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149 California Department of Water Resources Groundwater Information Center Interactive Map Application. Available online at: <https://gis.water.ca.gov/app/gicimal/>. Accessed November 9, 2017.

150 San Francisco Planning Department, 2011, *Transit Center District Plan and Transit Tower Draft EIR*, September. Available for review at the Planning Department in Case File Nos. 2007.0558E and 2008.0789E.



debris from these events likely was subsequently incorporated into the fill. The proposed project would remove the fill from the project site in conjunction with deep construction excavations. During construction, stormwater from the site, and groundwater pumped during dewatering, could contact this potentially contaminated fill. However, as discussed above, all stormwater and groundwater discharges from the site, both during construction and during operation, would be subject to local wastewater discharge, stormwater runoff, and water quality requirements, pursuant to the effluent discharge standards of the City's Bayside NPDES permit. Therefore, the proposed project would not result in an exceedance of the existing storm drainage system capacity or add sources of polluted runoff, and these impacts would be less than significant.

**Impact C-HY: The proposed project, in combination with other past, present, or reasonably foreseeable projects, would not substantially deplete groundwater supplies, alter existing drainages, or otherwise degrade water quality. (Less than Significant)**

The proposed project has no potential for impacts with respect to 100-year flood zones, failure of dams or levees, and/or seiche, tsunami, and/or mudflow hazards. Therefore, the project would not contribute to cumulative impacts related to these topics.

The proposed project and all future projects within San Francisco would be required to comply with the water quality and drainage control requirements discussed above that apply to all land use development projects within the city. Since all development projects would be required to follow the same regulations as the proposed project, the implementation of new, conforming development projects, peak stormwater drainage rates and volumes resulting from design storms would be expected to decrease gradually over time relative to existing peak flows. Moreover, all development projects would be required to comply with the same drainage, dewatering and water quality regulations as the proposed project. As a result, cumulative effects related to drainage patterns, water quality, stormwater runoff, stormwater capacity of the combined sewer system and groundwater supply and quality would be less than significant.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>15. HAZARDS AND HAZARDOUS MATERIALS — Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area, nor is it within two miles of a public use airport or a private airstrip. There are no areas that would be classified as wildlands in the project vicinity. The closest heavily vegetated area, Buena Vista Park, is well over a mile distant from the project site and separated from it by extensive urban infrastructure that is not intermixed with wildlands. Therefore, initial study criteria 16(e), 16(f) and 16(h) are not applicable.

**Impact HZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. (Less than Significant)**

Neither construction nor operation of the project would involve the routine transport, use, or disposal of significant quantities of hazardous materials. Project operations would entail routine

handling, use and disposal of small quantities of commercially-available hazardous materials, such as household cleaning and landscaping supplies. However, these materials would not be expected to be used in sufficient quantities or contrary to normal use, and therefore would not pose a threat to human health or the environment.

The impact of the proposed development on the public and the environment related to the routine transport, use, and handling of hazardous materials therefore would be less than significant.

**Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through the release of hazardous materials. (Less than Significant)**

Projects that would be located in an area that the San Francisco Health Department, as set forth in Building Code Section 106A.3.2.4, has identified as likely containing hazardous substances in the soil or groundwater ("Maher area"), and that would disturb more than 50 cubic yards of soil, are subject to Article 22A of the San Francisco Health Code ("Maher Ordinance") requirements regarding hazardous materials investigation, site management, and reporting. The proposed project is located in a Maher area, and would involve demolition of two existing buildings, excavation to a depth of approximately 38 feet (requiring excavation of approximately 18,240 cubic yards of soil), and construction dewatering. It therefore would be required to comply with Article 22A provisions.

Compliance with the Maher Ordinance is administered and overseen by the San Francisco Department of Public Health ("Public Health"). Before the project may obtain a building permit it must comply with the requirements of Article 22A of the Health Code, which Public Health administers. Under Article 22A, the project sponsor must retain the services of a qualified professional to prepare a site history report (commonly referred to as a Phase I Environmental Site Assessment (ESA)). The ESA must determine whether hazardous substances may be present on the site at levels that exceed health risk levels or other applicable standards established by California Environmental Protection Agencies, the Regional Water Quality Control Board and the Department of Toxics Substances Control (Cal/EPA). If so, the project sponsor is required to conduct soil and/or groundwater sampling and analysis under a work plan approved by Public Health. The sampling analysis must provide an accurate assessment of hazardous substances present at the site that may be disturbed, or may cause a public health or safety hazard, given the intended use of the site. Where such analysis reveals the presence of hazardous substances that exceed Cal/EPA public health risk levels given the intended use, the project sponsor must submit a site mitigation plan to Public Health. The plan must identify the measures that the project sponsor will take to assure that the intended use will not result in public health or safety hazards in excess of the acceptable public health risk levels established by Cal/EPA or other applicable regulatory standards. The site mitigation plan also must identify any soil and/or groundwater sampling and analysis that it recommends the project sponsor conduct following completion of the measures to verify that remediation is complete. If the project sponsor chooses to mitigate

public health or safety hazards from hazardous substances through land use or activity restrictions, the project sponsor must record a deed restriction specifying the land use restrictions or other controls that will assure protection of public health or safety from hazards substances remaining on the site.

To comply with various regulatory requirements, the Public Health would require the site mitigation plan to contain measures to mitigate potential risks to the environment and protect construction workers, nearby residents, workers, and/or pedestrians from potential exposure to hazardous substances and underground structures during soil excavation and grading activities. The plan must also contain procedures for initial response to unanticipated conditions, such as discovery of underground storage tanks, sumps, or pipelines during excavation activities. Specified construction procedures at a minimum must comply with Building Code Section 106A.3.2.6.3 and Article 22B related to construction dust control; and Public Works Code Section 146 *et seq.* concerning construction site runoff control. Measures additionally would typically include notification, field screening, and worker health and safety measures to comply with Cal/OSHA requirements. Public Health would require discovered underground storage tanks to be closed, pursuant to Article 21 of the San Francisco Health Code. Article 21 provides that all closures and removals of such tanks require approval of Public Health, compliance with Article 21 and its implementing regulations, and compliance with applicable provisions of chapters 6.7 and 6.75 of the California Health and Safety Code (commencing with Section 25280) and its implementing regulations. The closure of any underground storage tank must also be conducted in accordance with a permit from the San Francisco Fire Department.

If remediation is required, it would typically be achieved through one of several methods that include off-haul and disposal of contaminated soils,<sup>151</sup> on-site treatment of soil or groundwater, or vapor barrier installation. Alternatively or in addition, restriction on uses or activities at the project site may be required along with a recorded deed restriction. Compliance with Health Code Article 22A and related regulations identified above would ensure that project activities that disturb or release of hazardous substances that may be present at the project site would not expose users of the site to unacceptable risk levels for the intended project uses.

In compliance with Health Code Article 22A, the project sponsor has submitted a Maher Application to the Department of Public Health, and conducted a Phase I Environmental Site Assessment ("site assessment") to assess the project site for potential contamination.

As described in the Phase I Environmental Site Assessment (ESA)<sup>152</sup> on the basis of aerial photos, topographic maps, Sanborn insurance maps, and City Directory listings, the project sites were developed with a structure or structures prior to 1886 (1886 Sanborn map), with commercial and

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151 Off-haul and disposal of contaminated materials from the project site would be in accordance with the federal Resource Conservation and Recovery Act (RCRA) and United States Department of Transportation regulations and the California Hazardous Waste Control program (Cal. Health and Safety Code Section 21000 *et seq.*

152 Enviro Assessment P.C., 2016, *Phase I Environmental Site Assessment, Van Ness Avenue Properties, 200 and 214 Van Ness Avenue, San Francisco, CA 94102*. March 21.

residential uses. These uses presumably continued until the 1906 San Francisco earthquake and fire destroyed everything on the block. By 1913, the 200 Van Ness site had been redeveloped with the commercial structure for an automobile sales and a garage business. This use continued until around 1948, when the building was converted into residential apartments, which remain in use today. The 214 Van Ness Avenue site remained vacant until approximately 1917, when it was developed with the existing commercial structure, also used for automobile sales and service.

The site assessment identified no significant environmental concerns based on the historical uses of the project site or surrounding area, with the exception of the use of the site for between 43 and 52 years for automotive repair and service, with likely releases of petroleum products and hazardous substances during this use. This was identified as a Recognized Environmental Condition (RECs)<sup>153</sup> as defined by ASTM Method E1527-05.<sup>154</sup> Two hazardous materials database listings indicate that a leaking underground gasoline storage tank (LUST) was removed from 200 Van Ness Avenue in 1999. Contamination was limited to the soil, remediation was conducted, and the case was formally closed in 1999 by the San Francisco Department of Public Health – Local Oversight Program.<sup>155</sup> Based on their construction dates, it would be expected that both existing buildings on the project site likely include lead paint and possibly asbestos. These potential release of hazardous materials into the soil or air during demolition or debris and soil off-haul could represent hazards to the public or the environment.

Based on the evidence of the potential for petroleum contaminants in the soil from past uses of the site, and potential presence of lead and asbestos in demolition materials, the project sponsor would be required to conduct soil and/or groundwater sampling and analysis and, where such analysis reveals the presence of hazardous substances in excess of state or federal standards, to submit a Site Mitigation Plan to Department of Public Health or other appropriate state or federal agencies for approval. The project sponsor also would be required to remediate any site contamination, in accordance with an approved plan, prior to the issuance of any building permit. The proposed project would be required to identify and, if any is present at the site, to remediate potential soil and/or groundwater contamination in accordance with the Maher Ordinance through Article 22A of the Health Code. Public Health would oversee this process, including compliance with regulations applicable to any disturbance of contaminants in soil or groundwater that would be encountered during construction, to assure that no unacceptable

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153 RECs are defined in ASTM E1527-05 as “the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.” According to ASTM E1527-05, the term “REC” is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental authorities.

154 ASTM International, 2005, Standard Practice for Environmental Site Assessments: *Phase I Environmental Site Assessment Process, Method E1527-05*.

155 State Water Resources Control Board Geotracker. Case No. T0607501297. Available online at: [http://geotracker.waterboards.ca.gov/profile\\_report?global\\_id=T0607501297](http://geotracker.waterboards.ca.gov/profile_report?global_id=T0607501297). Accessed November 14, 2017.

exposures to the public would occur. Thus, the proposed project would not result in a significant hazard to the public or environment from the disturbance or release of contaminated soil and groundwater and the impact of the proposed project would be less than significant.

**Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. (Less than Significant)**

Multiple schools are located within approximately 0.25 miles of the project site, including two San Francisco Unified School District public schools (1,300 feet and 1,500 feet distant); the private French American K-8 School (about 950 feet distant); and several privately-operated preschool/childcare facilities (1,000 to 1,500 feet distant). The potential presence of hazardous materials in the buildings to be demolished and in the underlying soils potentially could represent a hazard to children in local school and childcare facilities if hazardous materials were handled or transported without adequate controls, a potentially significant impact. However, the proposed project would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. The proposed residential, institutional and restaurant uses would not produce hazardous emissions and would not involve the handling of hazardous or acutely hazardous materials, substances, or waste. This impact would be less than significant, and no mitigation measures are necessary.

**Impact HZ-4: The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment. (No Impact)**

The provisions of Government Code 65962.5 require the California Department of Toxic Substances Control (DTSC), the State Water Resources Control Board, the California Department of Health Services, and the California Integrated Waste Management Board to submit information pertaining to sites associated with solid waste disposal, hazardous waste disposal, and/or hazardous materials releases to the Secretary of Cal/EPA. Based on a review of regulatory databases, including listed hazardous materials release sites compiled pursuant to Government Code 65962.5, the project site is not listed as a hazardous materials site; therefore, no impact would occur.

**Impact HZ-5: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)**

The proposed infill development of an existing developed site would not alter or impede access to existing roads. As discussed in the transportation and circulation section, while construction would entail the use of trucks for delivery of materials and off-haul of demolition debris and soils, construction-related traffic entering and leaving the site would not be allowed to queue on the public rights of way and therefore would not interfere with traffic, including emergency

vehicles. Construction staging would be conducted within the project site and would not be allowed to block public streets. Project construction activities therefore would not be expected to pose an obstacle to emergency response vehicles in the project area. Therefore, impacts related to the potential for the proposed project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan would be less than significant.

**Impact C-HZ-1: The proposed project, in conjunction with other past, present and reasonably foreseeable project, would not make a cumulatively considerable contribution to significant impacts with respect to hazards to people or the environment. (Less than Significant)**

Development in the city is subject to City and state controls designed to protect the public and the environment from risks associated with hazards and hazardous materials, including under upset conditions, and to ensure that emergency access routes are maintained. Any future development in the project vicinity would be subject to these same laws and regulations. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>16. MINERAL AND ENERGY RESOURCES — Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact ME-1: The proposed project would have no impact with respect to the availability of known or locally important mineral resources. (No Impact)**

All land in the City of San Francisco, including the project site, is designated by the California Geological Survey as Mineral Resource Zone 4 under the Surface Mining and Reclamation Act of 1975.<sup>156</sup> The Zone 4 designation indicates that adequate information does not exist to assign the

<sup>156</sup> California Division of Mines and Geology, 1996, *Open File Report 96-03 and Special Report 146 Parts I and II*. Available online at: <http://www.conservation.ca.gov/cgsl/information/publications/counties/sfo.aspx>. Accessed October 23, 2017.

area to any other zone: the area has not been designed as having significant mineral deposits. Specifically, the project site is underlain by deep sand deposits that have not been designated as important at the state or local level.

The project site is within a densely-developed urban area and has been developed in urban uses since at least the 1880s. Even were the underlying sand considered to contain marketable minerals, it would not be feasible to conduct sand extraction activities in the midst of urban development. The development and operation of the proposed project would not have an impact on any off-site operational mineral resource recovery sites, as there are no such operations in the vicinity, and the project site is not and has never been used in any way in mineral resources recovery. The proposed project therefore would have no impact with respect to the availability of mineral resources.

**Impact ME-2: The proposed project would result in increased energy consumption, but would not encourage activities that result in the use of large amounts of fuel, water or energy or use these in a wasteful manner. (Less than Significant)**

The proposed project would increase the population and intensity of use of the project site, but would not exceed anticipated growth in the area. As a new building in San Francisco, the proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance, which would require the project to meet a number of conservation standards. Documentation showing compliance with the ordinance would be required to be submitted with the application of the building permit, and compliance would be enforced by the Department of Building Inspection. The project also, by its character, would conserve fuel and energy use because it would house students in group housing, within easy walking distance of their college, in a transit-oriented area; would provide academic, music practice and performance spaces and other essential services for these students on site; and would not provide motor vehicle parking. These project characteristics would tend to reduce the project's per capita energy demand. Therefore, the proposed project would not cause a wasteful use of energy, and effects related to use of fuel, water and energy would be less than significant.

**Impact C-ME-1: The proposed project in combination with other past, present or reasonably foreseeable projects would increase the use of energy, fuel and water resources, but not in a wasteful manner. (Less than Significant)**

The demand for energy created by the proposed project would be insubstantial in the cumulative context of citywide demand, and would not require an expansion of power facilities. While overall energy demand in California is increasing commensurate with increasing population, the state also is making concerted energy conservation efforts. While the city produces a substantial demand for energy and fuel, both city and state policies seek to minimize increases in demand through conservation and energy efficiency regulations and policies, such that energy is not used in a wasteful manner. Each project contributing to cumulative development in the area would comply with the City's energy and fuel conservation measures, such that resources would not be



used in a wasteful manner and the cumulative impacts with respect to energy and fuel use would be less than significant. Because the city of San Francisco is substantially built out, development in the city's urban core focuses on densification, which effectively reduces per capita use of energy and fuel by concentrating utilities and services in locations where they can be used efficiently. Similarly, the City of San Francisco recognizes the need for water conservation and has instituted programs and policies to maximize water conservation. San Francisco has one of the lowest per capita water use rates in the state<sup>157</sup> and routinely implements water conservation measures through code requirements and policy. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact related to mineral and energy resources.

<b>Topics:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Not Applicable</b>
<b>17. AGRICULTURE AND FORESTRY RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
<b>—Would the project:</b>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>157</sup> San Francisco Public Utilities Commission, *Annual Water Report, 2015-2016*. Available online at: <https://view.joomag.com/water-resources-division-annual-report-fy-2015-2016/0871482001480967586?short>. Accessed November 15, 2017.

The project site is located within an urbanized area of San Francisco. No land in San Francisco County has been designated by the California Department of Conservation's Farmland Mapping and Monitoring Program as agricultural land. Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not require the conversion of any land designated as prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. The proposed project would not conflict with any existing agricultural zoning or Williamson Act contracts, as no lands in San Francisco are zoned agricultural or are under Williamson Act contracts.<sup>158</sup> No land in San Francisco is designated as forest land or as Timberland Production by the California Public Resources Code or Government Code. Therefore, the proposed project would not conflict with zoning for forest land, cause a loss of forest land, or convert forest land to a different use. For these reasons, Questions 18a, 18b, 18c, 18d, and 18e are not applicable to the proposed project.

<b>Topics:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Not Applicable</b>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE —Would the project:</b>					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As discussed in the previous sections (E.1 through E.17), impacts as a result of the proposed project are anticipated to be less than significant or less than significant with mitigation in the

<sup>158</sup> San Francisco is identified as "Urban and Built-Up Land" on California Department of Conservation, 2008, *Important Farmland in California Map*. Available online at: [www.consrv.ca.gov](http://www.consrv.ca.gov). Accessed October 23, 2017.

areas discussed. The foregoing analysis identifies potentially significant impacts related to cultural resources and air quality, which would be mitigated through implementation of mitigation measures, as described in the following paragraphs. Section F, Mitigation Measures and Improvement Measures identified mitigation and improvement measures applicable to the proposed project.

As described in section E.3, Cultural Resources, the proposed project could result in a substantial adverse change on historic and archeological resources, including tribal cultural resources. In addition, the proposed project could disturb human remains. Implementation of **Mitigation Measures M-CR-2, Archeological Testing, M-CR-3, Inadvertent Discovery of Human Remains, and M-Tribal Cultural Resources Interpretive Program**, would reduce these impacts to less-than-significant levels. Therefore, the proposed project would not result in a significant impact through the elimination of important examples of major periods of California history or prehistory.

As discussed in section E.6, Air Quality, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., construction new vehicle trips and stationary sources)] within an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors, which would be a significant cumulative impact. However, the implementation of **Mitigation Measure M-AQ-2, Construction Air Quality**, which could reduce construction period emissions by as much as 94 percent, and **Mitigation Measure M-AQ-4, Best Available Control Technology for Diesel Generators**, which requires best available control technology to limit emissions from the project's emergency back-up generator, would reduce the project's contribution to cumulative air quality impacts to a less-than-significant level.

Both long-term and short-term environmental effects associated with the proposed project would be less than significant or less than significant with mitigation, as discussed under each environmental topic. Each environmental topic area includes an analysis of cumulative impacts. This initial study concludes that cumulative impacts for all environmental topic areas would be also either be less than significant or less than significant with mitigation.

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## F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

### **Mitigation Measure M-CR-2 – Archeological Testing**

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational San Francisco Environmental Planning Department Qualified Archaeological Consultants List maintained by the Planning Department archaeologist. The project sponsor shall contact the department archaeologist to obtain the names and contact information for the next three archeological consultants on the list. The

archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines sections 15064.5 (a) and (c).

*Consultation with Descendant Communities:* On discovery of an archeological site<sup>159</sup> associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative<sup>160</sup> of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

*Archeological Testing Program.* The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan. The archeological testing program shall be conducted in accordance with the approved testing plan. The testing plan shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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159 By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

160 An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

- C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- D) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

*Archeological Monitoring Program.* If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the monitoring program reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context.
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource.
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits.
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving or deep foundation activities (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving or deep foundation activities may affect an archeological resource, the pile driving or deep foundation activities shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

*Archeological Data Recovery Program.* The archeological data recovery program shall be conducted in accord with an archeological data recovery plan. The archeological consultant, project sponsor, and

ERO shall meet and consult on the scope of the data recovery program prior to preparation of a draft data recovery plan. The archeological consultant shall submit a draft data recovery plan to the ERO. The data recovery plan shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the data recovery plan will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the archeological data recovery program shall include the following elements:

- Field methods and procedures: descriptions of proposed field strategies, procedures, and operations;
- Cataloguing and laboratory analysis: description of selected cataloguing system and artifact analysis procedures.
- Discard and deaccession policy: description of and rationale for field and post-field discard and deaccession policies.
- Interpretive program: consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- Security measures: recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- Final report: description of proposed report format and distribution of results.
- Curation: description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

*Human Remains, Associated or Unassociated Funerary Objects.* The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, who shall appoint a Most Likely Descendant (California Public Resources Code section 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and most likely descendant shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of a most likely descendant. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the

archeological consultant and the ERO. If no agreement is reached, state regulations shall be followed including the reinternment of the human remains and associated burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance.

*Final Archeological Resources Report.* The archeological consultant shall submit a Draft Final Archeological Resources Report to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the final report shall be distributed as follows: California Archaeological Site Survey Northwest Information Center shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the final report to the information center. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the final report along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

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#### **Mitigation Measure M-CR-3 – Inadvertent Discovery of Human Remains**

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable state and federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and the ERO, and in the event of the coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (Public Resources Code Section 5097.98). The archeological consultant, project sponsor, ERO, and most likely descendant shall have up to but not beyond six days of discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines section 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing state regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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#### **Mitigation Measure M-CR-4 – Tribal Cultural Resources Interpretive Program**

If the ERO determines that a significant archeological resource is present, and if in consultation with the affiliated Native American tribal representatives, the ERO determines that the resource

constitutes a tribal cultural resource and that the resource could be adversely affected by the proposed project, the proposed project shall be redesigned so as to avoid any adverse effect on the significant tribal cultural resource, if feasible.

If the Environmental Review Officer (ERO), in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. An interpretive plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

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#### **Mitigation Measure M-AQ-2: Construction Air Quality**

The project sponsor or the project sponsor's Contractor shall comply with the following

##### ***A. Engine Requirements.***

5. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
6. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
7. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
8. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

##### ***B. Waivers.***



3. The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
4. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to Table below.

**Table – Off-Road Equipment Compliance Step-down Schedule**

<b>Compliance Alternative</b>	<b>Engine Emission Standard</b>	<b>Emissions Control</b>
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

\*\* Alternative fuels are not a VDECS.

- C. **Construction Emissions Minimization Plan.** Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.
  4. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
  5. The project sponsor shall ensure that all applicable requirements of the Plan

have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.

6. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

**D. Monitoring.** After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

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#### **Mitigation Measures M-AQ-4: Best Available Control Technology for Diesel Generators**

The project sponsor shall ensure that the backup diesel generator meet or exceed one of the following emission standards for particulate matter: (1) Tier 4 certified engine, or (2) Tier 2 or Tier 3 certified engine that is equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS). A non-verified diesel emission control strategy may be used if the filter has the same particulate matter reduction as the identical ARB verified model and if the Bay Area Air Quality Management District (BAAQMD) approves of its use. The project sponsor shall submit documentation of compliance with the BAAQMD New Source Review permitting process (Regulation 2, Rule 2, and Regulation 2, Rule 5) and the emission standard requirement of this mitigation measure to the Planning Department for review and approval prior to issuance of a permit for a backup diesel generator from any City agency.

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#### **Improvement Measure I-TR-1: Residential Move-in and Move-out Plan.**

The project sponsor should develop and implement a Residential Move-in and Move-out Plan that would be distributed to students prior to the "Student Move-in Day," and to new tenants of the replacement housing units as part of their move-in packet. The Plan should include, but not be limited to the following:

- Move-in and move-out activities for both replacement housing and student housing that are conducted by auto or truck should be scheduled with building management.
- To the extent possible, move-in and move-out activities by auto or truck should be scheduled for weekends, or late evenings to avoid conflicts with adjacent street traffic.
- If necessary, building management should request a reserved curbside permit from the SFMTA in advance of move-in or move-out activities by auto or truck.

- Student move-in arrivals should be staggered, and student volunteers and staff should be available to assist students transport their belongings between the vehicle and the building.

The Residential Move-in and Move-out Plan should be reviewed and updated annually by the San Francisco Conservatory of Music, with assistance from the San Francisco Police Department and the SFMTA, to ensure that the process occurs with minimal effect on the adjacent sidewalks and travel lanes.

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### **Improvement Measure I-TR-2: Construction Management Plan and Public Updates**

The project sponsor or the project sponsor's contractor should comply with the following:

- *Construction Management Plan*—The project sponsor should develop and, upon review and approval by the SFMTA and Public Works, implement a Construction Management Plan, addressing transportation-related circulation, access, staging and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies with respect to coordinating construction activities to minimize overall disruption and ensure that overall circulation in the project area is maintained to the extent possible, with particular focus on ensuring transit, pedestrian, and bicycle connectivity. The Construction Management Plan would supplement and expand, rather than modify or supersede, and manual, regulations, or provisions set forth by the SFMTA, Public Works, or other City departments and agencies, and the California Department of Transportation. Management practices could include: best practices for accommodating pedestrians and bicyclists, identifying routes for construction trucks to utilize, minimizing deliveries and travel lane closures during the AM (7:30 to 9:00 AM) and PM (4:30 to 6:00 PM) peak periods along South Van Ness Avenue and Mission Street (Monday through Friday).
- *Carpool, Bicycle, Walk, and Transit Access for Construction Workers*—To minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include as part of the Construction Management Plan methods to encourage carpooling, bicycle, walk and transit access to the project site by construction workers, such as providing secure bicycle parking spaces, participating in free-to-employee and employer ride matching program from [www.511.org](http://www.511.org), participating in emergency ride home program through the City of San Francisco ([www.sferh.org](http://www.sferh.org)), and providing transit information to construction workers.
- *Construction Worker Parking Plan*—As part of the Construction Management Plan that would be developed by the construction contractor, the location of construction worker parking could be identified as well as the person(s) responsible for monitoring the implementation of the proposed parking plan. The use of on-street parking to accommodate construction worker parking should be discouraged. The project sponsor should provide on-site parking once the below grade parking garage is usable.
- *Project Construction Updates for Adjacent Businesses and Residents*—To minimize construction impacts on access to nearby residences and businesses, the project sponsor should provide nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities

(e.g., concrete pours), travel lane closures, and parking lane and sidewalk closures. A regular email notice should be distributed by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.

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#### **G. PUBLIC NOTICE AND COMMENT**

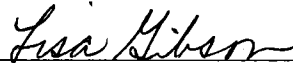
On May 2, 2017, the Planning Department mailed a Notification of Project Receiving Environmental Review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. No comments were received.

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## H. DETERMINATION

On the basis of this Initial Study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Lisa Gibson  
Environmental Review Officer  
for  
John Rahaim  
Director of Planning

DATE 12/27/17

## I. INITIAL STUDY PREPARERS

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